The Care of Horses

by A. F. Carter
and
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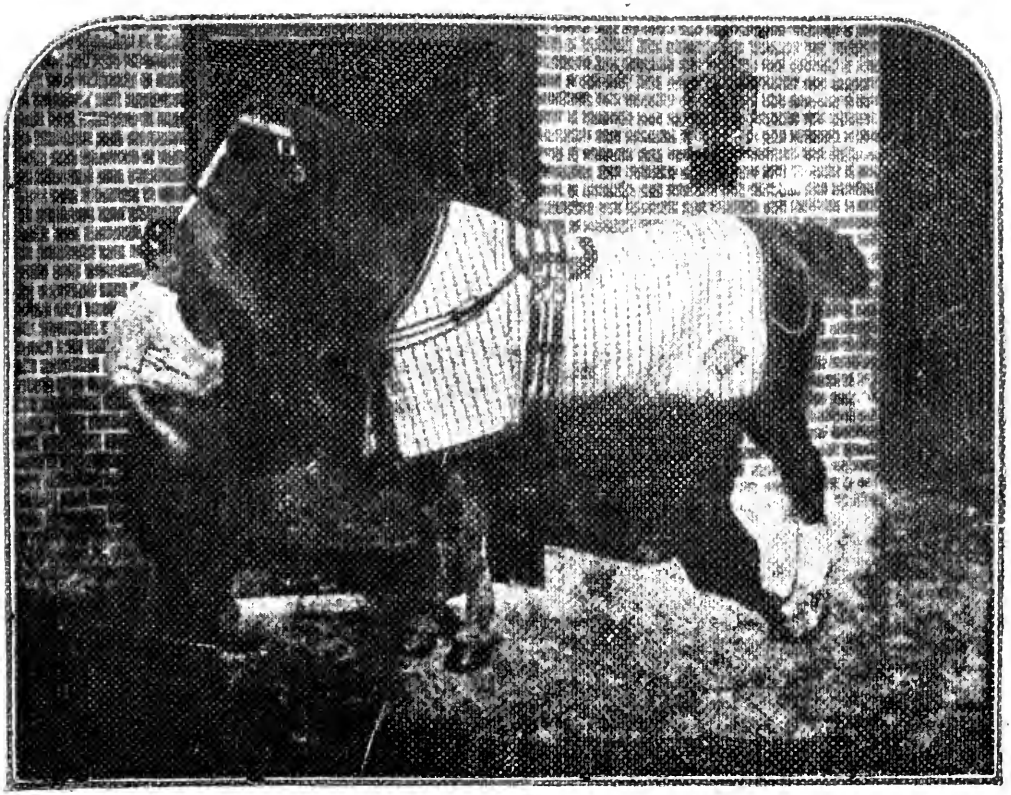

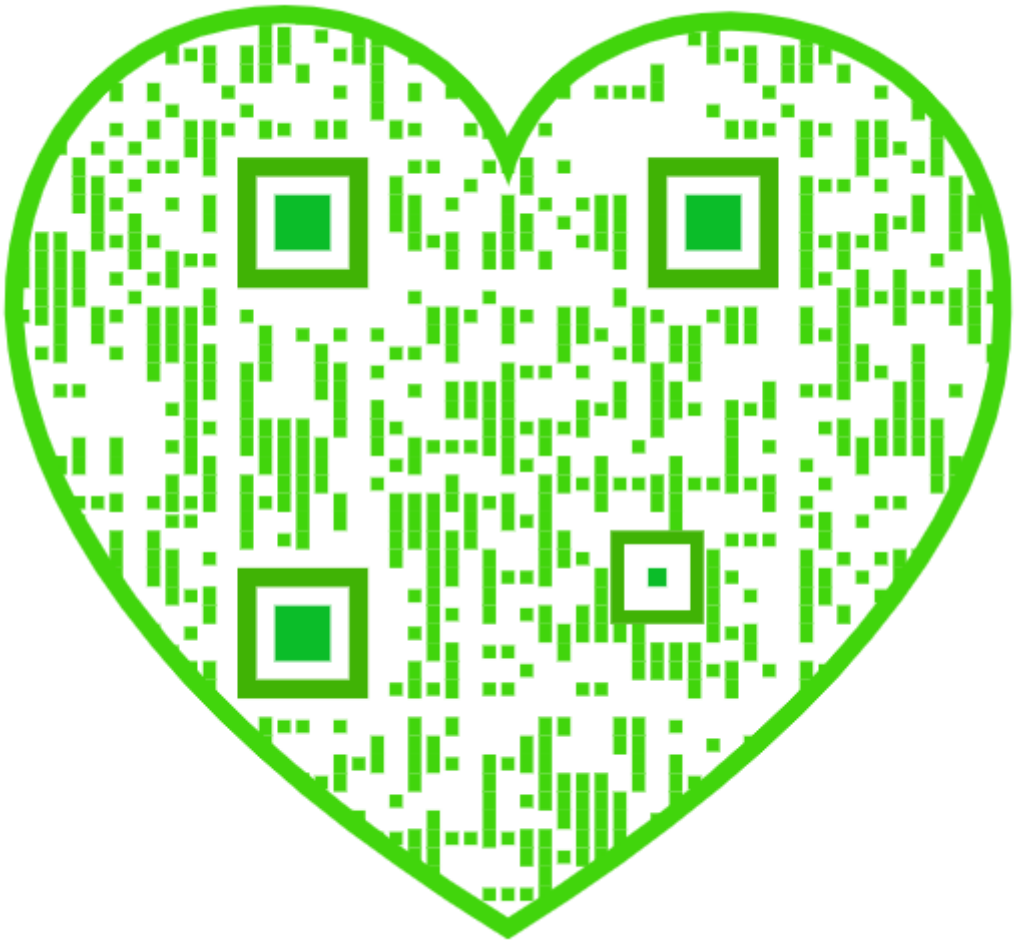

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JOHN A. SEAVERNS

THE CARE OF HORSES

THE CARE OF HORSES

A Book for all who have Practical Charge of Horses

BY

ADA F. CARTER

INSTRUCTRESS IN RIDING

ASSISTED BY

CHARLES CARTER, M.R.C.V.S.L.

WITH NUMEROUS ILLUSTRATIONS FROM LIFE

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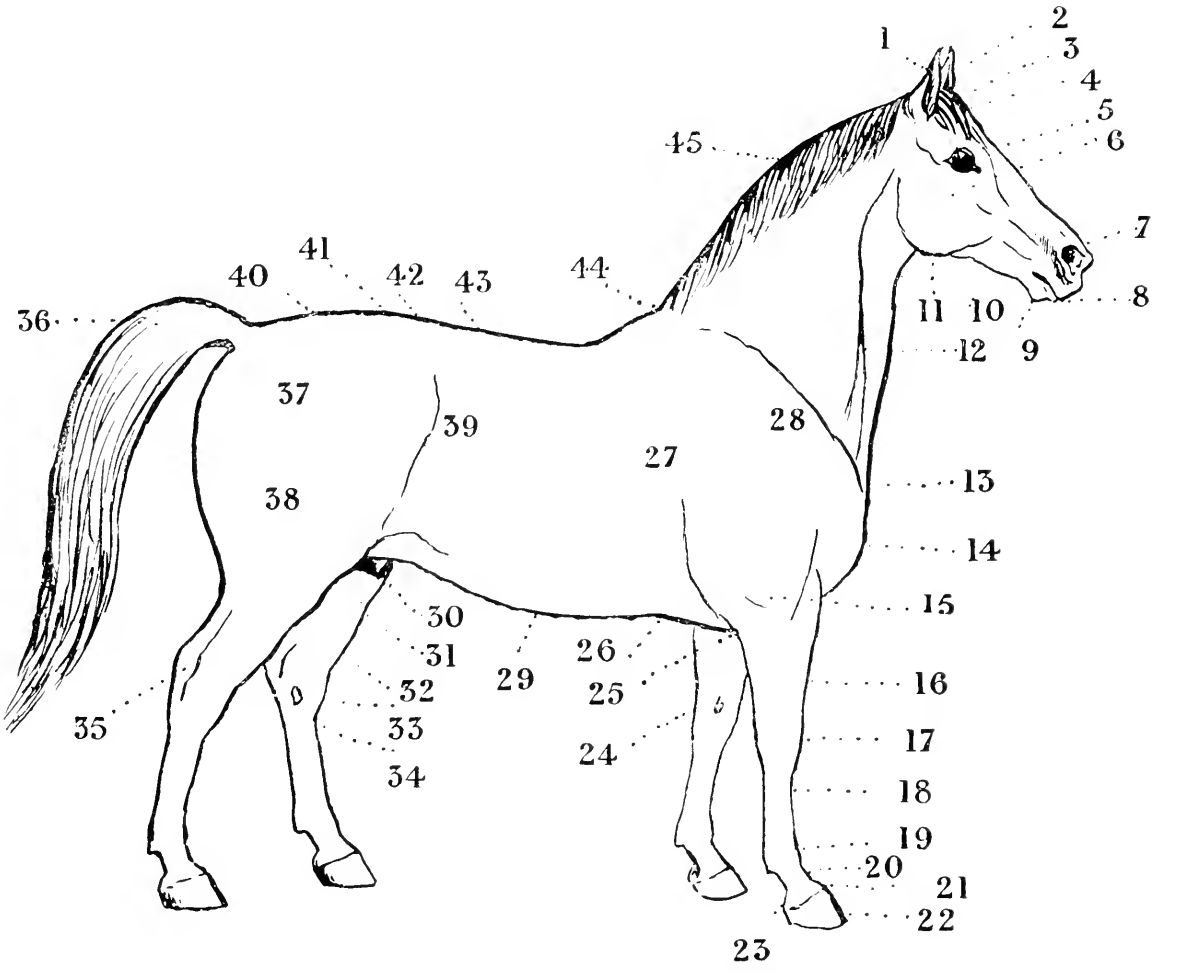
'Whenever you see a disagreement between a horse and a man, whether in the hunting field, on the road, in the Row, in the saddle, or in harness, you may always bet 10 to 1—100 to 1—the horse is right and the man wrong—always! always! always!'—SIR EDWARD SULLIVAN.

PREFACE

THE object of this little book is twofold: firstly, to place a really useful guide in the hands of stablemen, carmen, and others who have the practical care of horses; and, secondly, to assist the owners of horses and ponies by enabling them to check mistakes and shortcomings on the part of those who have the immediate charge of their animals.

It has been the authors' privilege to endeavour to show the easiest and surest way to attain the best results with the least possible labour, to call out all that is good in the horse, and to apply his capabilities to the best advantage.

For the illustrations, taken by photography from life, the authors' best thanks are due to Miss Noble, of Tangley Park, and Mr. W. Shawcross, of Guildford.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1. Nape of the neck or poll.
2. Ears.
3. Forelock.
4. Forehead.
5. Face.
6. Zygomatic ridge.
7. Nostril.
8. Upper lip.
9. Under lip.
10. Place for curb-chain.
11 Lower jaw.
12. Lower part of neck or throat.
13. Point of shoulder.
14. Breast.
15. Arm.
16. Fore-arm.
17. Knee.
18. Shank or cannon-bone.
19. Fetlock-joint.
20. Pastern.
21. Coronet.
22. Hoof.
23. Heel.
24. Chestnut or cork.
25. Elbow.
26. Floor of chest.
27. Side of chest.
28. Shoulder.
29. Abdomen.
30. Sheath or prepuce.
31. Stifle.
32. Lower thigh.
33. Hock.
34. Chestnut.
35. Hock.
36. Dock or root of tail.
37. Hip-joint.
38. Upper thigh.
39. Flanks.
40. Croup.
41. Haunch.
42. Loins.
43. Back.
44. Withers.
45. Mane or crest.

The descriptions of the hind legs from the hock downwards are the same as those of the front legs.

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THE CARE OF HORSES

CHAPTER I

THE HORSE

THE horse, no matter what his height or breed—universally recognised as the 'friend of man'—is one of the most beautiful and interesting of animals.

As with people, so with horses, one scarcely ever finds two alike in disposition and temper; and if people who have to deal with them would or could only realize this most important fact, the number of 'wrong uns' would be materially lessened. Every one knows the time-old saying, 'God sent the food, but the devil sent the cooks,' and this wise saw may, I take it, be very aptly applied, with the substitution of 'horses' for 'food' and 'grooms' for 'cooks.'

Many a good horse is ruined or rendered vicious and useless merely by ill-treatment in the stable. How often an ignorant groom will rob his horse of his full share of corn because at feeding-time the animal has exhibited too eager a desire to satisfy his hunger, and when his attendant has gone to the manger has commenced a mad sort of dance, to the terror of the groom!

The feed is promptly tossed in, the man retires with a rush, and immediately returns to administer

a brutal blow or two with anything he can lay hands on—generally a fork-handle. A week or two of such treatment, and the horse becomes dangerous to feed. I have just such a one in my own stables at the present time.

The horse is not a machine, but a living, breathing creature, with the power to think and reason for himself, and is gifted also with the power to love and to hate. He possesses, too, a very retentive memory; he has his likes and dislikes and peculiarities of character, just as any man living, and it is the bounden duty of those who attend him to find out all this, and treat him accordingly.

Those who take pleasure in studying character, and use the powers of observation which have been given to every one of us, will readily be able to judge the style of groom by the behaviour of the horse under his charge—I had almost said 'care'; but, alas! in many cases *care* is conspicuous by its absence.

'Evil communications corrupt good manners' may be equally said of horses as of people, no matter what their calling or station in life.

A man who makes it his life's work to live among horses, to train them (for it is easier far to train them in all things gradually and patiently than to break them of bad habits), and to put that training to some practical use, must himself be intelligent, self-possessed and firm, knowing well what he wants the horse to do, and firmly but kindly insisting on its being done, at the same time using few words, and speaking them clearly and sharply.

Horses properly treated learn quickly, and remember what is taught. They possess keen eyesight and are quick of hearing, so there is no necessity to shout or swear at them. The shouting only tends to frighten them, and the swearing, so often heard

in street and stable, only lowers the man or lad who so forgets himself, and answers no purpose whatever where the horse s concerned.

Some people seem to think that a close association with horses is low and vulgar, but all right-thinking and generous-minded people will fail to understand so low a standard of ideas. The horse is above all things *noble*, and if he becomes aught else it is the work of man, who has ill-treated him and abused his natural abilities.

As I have already said, characters and dispositions differ widely; so also do the capabilities of horses.

The stables they stand in, the work they are called upon to do, the treatment they receive, the quality and quantity of food, all tend to produce various effects upon our equine friend.

From earliest times and in all ages has the horse figured very prominently in the world's history. His gallant deeds, like those of any human hero, have been sung by poets and minstrels. There are few books of interest written which do not contain some mention of him. Tales devoted to his prowess, endurance, devotion and intelligence are endless.

Many a pioneer, huntsman, soldier, and private individual has owed his life to the keen instinct and intelligence of his horse when in a tight place or an awkward race for life, even when that race has ended only with the noble beast's last breath. Many such tales come to us from our colonies.

The adaptability of the horse to his surroundings at home and abroad, in field or camp, in the battle or on the road, is very wonderful, and only tends to endear him to his master, whose fortunes, good or bad, he shares.

A horse understands much more than most people think. I was riding a favourite mare one day—a cold winter's day, the air keen and cutting as a knife,

the roads like iron. Unknown to me, my groom was selling the corn, and my mare was weak. Ten minutes after starting she reeled and fell, throwing me clear of the saddle and absolutely unhurt; but before I could rise a terrible crash came as of a falling house. It was my poor mare, unable to save herself, turning a complete somersault. I was underneath; an inch and a half more would have meant death for me. I shouted to her. For an instant she swayed and rocked above me, then with a mighty effort, and in a most awkward position, she managed to roll back instead of going over, groaning as she strove to roll slowly, knowing full well that she was crushing me under her. The instant she was off she was on her feet, and her warm, quivering breath was on my face as she sniffed and whinnied over me, the faithful beast! and for some days afterwards she refused her food, dreading my absence meant that the worst had happened.

After several months, when I was once more able to visit the stables, no words can express that mare's delight and the genuine welcome she gave me as I once more patted and caressed her.

Again, years ago my father had a brown mare, a queer-tempered animal, and very particular as to who went near her in the stable. If a stranger presumed to approach her she would lash out with her heels, and never would she allow the use of a whip or stick. One day my eldest sister, then a tiny tot three years of age, was missing. After a fruitless search in all likely places, my father noticed the stable-door open. Glancing inside, to his horror, he saw the little one standing close to the mare's heels, gently hitting her hocks with a stick. For a moment my father stood spellbound, not daring to move or speak, fearing to see the child killed on the spot; but the noble and sagacious beast, though quivering with fright, never

moved. At the sound of her master's voice she knew all was well, and allowed him to remove the child to safety. Now, that animal understood and could reason.

Turning to sadder things, how very seldom a horse will injure a drunken man. No matter if he is riding or driving him, instinctively the horse takes all the responsibility, and carefully finds his way home without mishap.

Again, horses will always strive to avoid treading on a fallen rider. How often we hear or read: 'It seemed for a few awful moments that the man down among the horse's feet must be trampled or kicked to death.' If the fallen man is hurt at all, it is from want of room and the impossibility for the animal or animals to move without causing injury, especially if the fall has stunned the man.

Now just one instance of a horse's memory, and then I will proceed to consider the best methods of treating and caring for him. Months ago I lent a horse to a friend to ride, one never needing whip or spur, a very fleet and willing animal. My friend mounted him fully equipped with both instruments of torture (when misapplied), and on this occasion he very much misapplied them: he rode hard and worried the poor creature almost beyond endurance, and after a long ride both returned fairly 'pumped.' About eight months later I again offered the same gentleman the same horse. Being an honest and well-disposed animal, he allowed himself to be mounted, but feeling the spurs once more, he resented them promptly; his rider dismounted and took them off, but retained his whip. Mounting again, the horse instantly bolted. After a hard fight my friend changed horses with another rider. Later in the day he tried to mount his first horse, but the animal would have none of it. As soon as he touched the

rein the horse reared, and continued to do so each time he was approached by that particular rider. That horse will never forget him even years hence.

But enough: one could yarn on about horses for ever and still leave much to be told. And we must get to business.

CHAPTER II

A DAY'S WORK IN THE STABLE

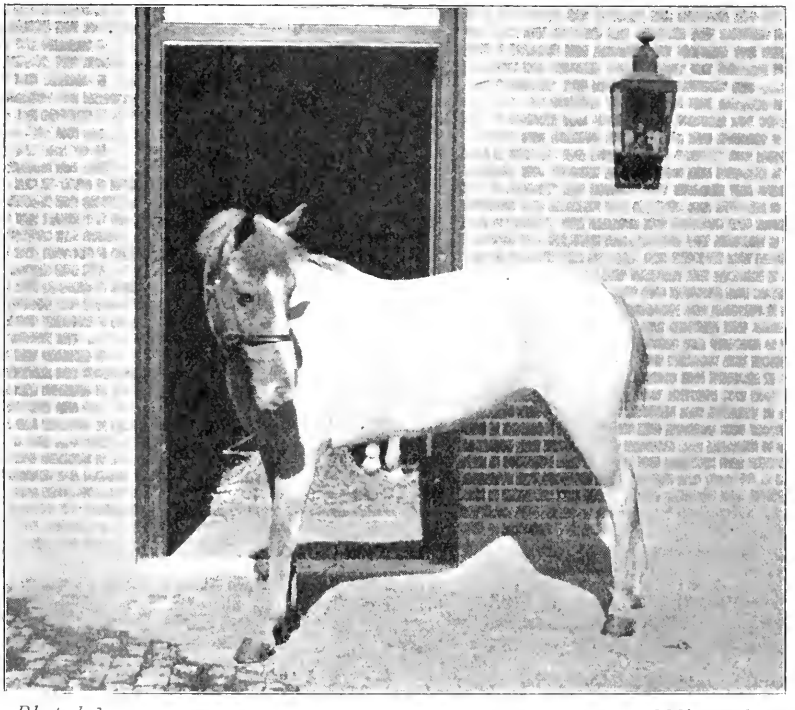
Regularity and Cleanliness often spell one Word—
HEALTH

'AN hour in the morning is worth two at night.' Begin early: 6 a.m. is never too early to start work in an ordinary way. If a horse has to start his first journey at 8 a.m., he ought to be well dressed and have his morning feed well settled before he sets out.

Very well, then. Get up in good time, have your cup of tea, and begin; don't lounge along as if any time will do. Move briskly; open your stable-door sharply. In the summer leave it open; in cold or wet weather close it again. And open the windows; give your horse or horses a clear and hearty 'Woa, my beauties!' Then take a sharp look round to see all is well—nothing broken during the night, no legs caught up in the log-chain—in fact, see that all is as it should be. Remember always *horses understand.* Never lose sight of that fact. They know a good groom from a bad one, a bully or thief from an honest man, a cruel or brutal groom from a kindly one, and behave accordingly. I have often stood by horses confided to my care whilst they are being saddled, bridled, or even harnessed and put into the shafts, when they have stood as still as possible. They knew that I would allow no rough usage; but

when left to a groom they have lashed out right and left and tried to bite, being all but unmanageable, solely from the memory of former ill-treatment.

Having satisfied yourself that all is well, off with your coat and up with your shirt-sleeves, and let the animals know you mean real right-down business.



Phot by] [*Miss Noble*

FIG. 1.—WAITING TO BE DRESSED.

First of all give them a feed—some give them a little hay and then their water; I give them a proper feed right away. Whilst they are quietly munching, get in your barrow and skip, fork, and broom and begin mucking out—that is, cleansing the stall of all manure and dirty straw, moss-litter, or

saw-dust. Do this neatly and with method, not throwing it all over the place.

Then start tossing the bedding, whatever it may be, neatly up under the manger—if in a loose-box put it all up in one corner—and sweep the floor well of all the dirt left, always starting on the near or left-hand side. Having gone from stall to stall, or from box to box, and removed all that is of no further use, and the horses having finished their feed, begin to water them, carrying each horse his water in a clean pail, and throwing away what he leaves before filling it again for another. And here I would advise, in cases where there are more than one horse, always to begin operations with the same one, and work along the line. It saves a lot of unnecessary impatience on the horses' part—for they all know when it is their turn—and a lot of unnecessary running about on the groom's part.

Stalls clean, horses fed and watered, begin again at No. 1, and off with the roller and rug. Approach always on the near or left side, with a clearly-spoken 'Steady, my lad!' or 'Quiet now, old girl!' pat the neck, remove the log-chain, and attach the rack-chain; then pass the hand firmly down the neck towards the roller, or band that fastens and keeps the cloth in place. The left hand then unfastens the front or chest strap; grasp the cloth firmly at the withers with the left hand, and sweep the cloth off towards the tail, where the right hand should be in readiness to receive it and steady it off clear of the horse. Never drag it off sideways: you may get kicked. Never attempt to disturb a horse while he is feeding; it is bad in every way. You like your meals in peace and quietude, so does a horse.

Cleaning or Dressing

Some grooms do not entirely remove the rug, but turn it up over the back. Either way, the dressing should proceed as follows. Be sure you have all your tools handy and within reach—

Photo by] [*Miss Noble.*

FIG. 2.—THE LEFT HAND UNDERGRASPING THE FETLOCK JOINT.

1. A dandy (dandruff) brush for removing rank dirt. It is a stiff fibre brush, and soon gets off any dried mud, clinging dust, dung, etc.

2. A body-brush. A fairly soft hair brush, with a webbing hand-band, the brush being too broad and flat to grasp in the hand.

3. A curry-comb. A ribbed iron tool for cleansing the body-brush on, so often and wrongfully used on the poor horses instead of the dandy-brush.

4. A sponge.
5. A chamois (shammy) leather.
6. A clean rubber or two.
7. A good hay-wisp. A hay-band twisted and twined together, and made a trifle larger than a body-brush.
8. A mane-comb.
9. A water-brush.
10. A hoof-pick.
11. Last, but not least, a bucket of clean water.

Having turned the cloth aside, or removed it entirely, as the case may be, take your dandy-brush and, approaching your horse on the near or left side, briskly remove all dung and pieces that stick to the quarters (upper part of hind legs), hocks, and knees, then sponge the stains out, and dry with a leather. Dip the leather into clean water and wring it out always before using. If your charge is a gray or white horse, or of any very light colour that stains much, use a little soft-soap on the water-brush, taking care to sponge all the soap out of the coat, and dry with the leather.

Never neglect to pick up each foot, and with a hoof-pick or foot-hook remove all that has been pressed into the hollow of the foot during the night, always beginning with the near or left fore-foot; have your water-brush and bucket of water ready, and thoroughly wash the feet, both the outside and the sole; throw away the dirty water remaining, and get fresh, clean water for later use.

Approach your horse again on the near side, remove the headstall, sponge and leather it well, removing all the dust, dirt, and grease; if it is brass-mounted, don't forget your Globe polish; hang it up and return to your horse. Standing sideways against its quarters, say sharply and clearly: 'Come on, old man!' and round he will come at the word of command. Pass your hand gently and firmly down his

face, and hold him lightly above the nostrils or nose with the left hand, having your dandy-brush ready in your right hand; brush his head well, under the jaws and behind the ears, following on with the body-brush, sponge, and leather, and finish up with a clean rubber. Put on the now clean and dry head-

Photo by] *W. Shawcross.*

FIG. 3.—STAND WELL AWAY FROM THE HORSE WHILE DRESSING HIM.

stall, let him go round to the manger, and attach the top or rack chain, and begin to clean his body; begin where you left off about the neck with the dandy-brush, working towards the tail and down the legs, repeating it all on the right or off side. Some horses fidget, scraping and moving their feet about;

don't punish them; talk to them instead, between the 'dust puffing' or 'stable hiss' so necessary to prevent a groom breathing in the poisonous dust from the horse's coat. Lay your dandy-brush aside, take the body-brush in the right hand and the curry-comb in the left, and don't be afraid

Photo by] [*W. Shawcross.*

FIG. 4.—KEEP A HAND ABOVE THE HOCK, IN CASE HE FEELS INCLINED TO KICK OR FIDGET.

of using plenty of 'elbow-grease.' Go all over the body and legs, beginning this time on the off or right side, frequently rubbing the brush on the curry-comb, which gathers the dirt from the brush, and tap it sideways on the stable floor to knock the dirt out. Work always from the neck across the

breast, and down the front or fore legs, then back and belly, and so on to the quarters and hind legs. That done, take your hay-wisp, damp it with your hand from the clean water in the bucket—don't dip it in the water—and again go over the body with a sharp, slapping rub to take up all remaining dust left by the brushes.

With the water-brush freed as much as possible

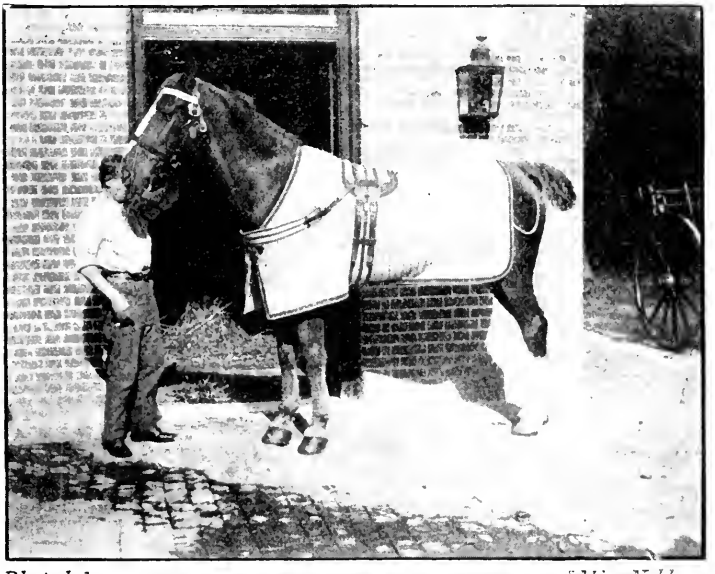


Photo by] [*Miss Noble.*

FIG. 5.—TOILET COMPLETE, WITH DAY RUG ON.

from water by drawing it along the edge of the bucket, carefully brush the horse over, taking care this time to follow the natural lay of the coat; then sponge him, and with the leather wrung as dry as possible give him another sharp, slapping rub, and finish him off with your rubber. Comb out the mane and tail, and with the dandy-brush in the left hand get the hair well down, and with the water-brush in the right hand damp it down to keep it

there, oil the hoofs, and be careful not to put any oil on the coronets or hair above the hoof. Your horse ought then to be 'as clean as a whistle,' perfectly comfortable, with a good, healthy glow of warmth, and a fine gloss on his coat—fit for a military inspection. This daily dressing, which is not so tiresome to do as it is to read about, will save labour and give your horse a fine, satin-like coat, and it will do your heart good to look at him. Thoroughly shake your rugs *outside* the stable and replace them, putting them a few inches too forward, fasten the breast-strap, and from the rear or back of your horse slowly and firmly draw them backwards into place; by so doing you do not ruffle or misplace the horse's coat.

Shake down a little litter evenly over the floor and 'set fair'; that is, sprinkle a little fresh, clean straw or sawdust down over what you have already replaced, make the edge even by twirling it under with both hands to tuck in stray straws, and sweep all the remaining floor behind the stalls, leaving nothing lying about; put your brushes, curry-comb, etc., into water to soak until later in the morning, and then have a wash, put on your coat, and go and have your breakfast.

The Morning's Orders

Breakfast over, 8.30 a.m., take off your coat and be ready for orders.

Take your skip—either a zinc or basket one; zinc is the better of the two, being easier to keep clean and sweet—and go from stall to stall and pick up any manure you find lying at the rear of your horses, and just put the straw or sawdust straight and neat again. Repeat this in the loose-boxes also. Always pick up droppings as soon as you see them. Carry out the skip and empty it into the manure-pit; never

leave it standing in the stable full, and never keep a dirty barrowful of manure just outside the stable-door; it looks very slovenly, is very unpleasant for people visiting the stable, and in the summer-time it breeds countless flies.

If you are expecting orders for a harness job, see that all the harness is ready; dust it over, and give a final rub-up to the bit and mountings; see, too, that there are 'no screws loose'—that is, stitches gone or straps cracked and likely to give way before the day's work is done.

If it is a saddle-horse or horses that will be wanted, look well to your saddles, that they are dry and clean; give them a rub over with saddle-soap, and see that the girths are strong and clean and the girth-straps are safe; just rub up the stirrups and put them on the saddles; draw them up on the leathers, so that they are out of the way; also run your eye over the bridle and reins.

Here come your orders: 'Dogcart in twenty minutes.' 'Very good, sir.'

No; don't begin to fluster and worry yourself; everything is all clean and ready to use. Move quickly, knowing quite well what is to be done and how to do it.

Take your set of harness into the stable, and place it in order on the hook provided for that purpose. With a clean rubber over your shoulder, approach your horse on the near or left side, speaking to him as you do so—'Woa, my lad!' or something of that sort. Remove the roller and rug as before described, then the headstall; get your horse round, as I have already told you how; once more dust him over; put on the collar; don't jerk or shove it on, but mind, above all things, to have it straight, or you will hurt the horse's eyes, and many such careless blunders will soon make an animal 'a nasty one to harness

and shy about his head.' With a good firm push, it is soon on; then the bridle. If the horse has a forelock, don't pull it out *over* the frontal band; leave it straight and neat *under* it. Now put the saddle-pad rather far back, and carefully lift the horse's tail and put on the crupper, drawing all stray tail-hairs into place. Shift the saddle-pad into place and fasten the girth. Get your reins straight and even; draw the buckle-ends through the terrets, or rings, on the pad and harness; buckle them, near side first, to the bit, and be very careful the reins are not twisted; leave them loose enough so as not to drag on the bit, and lay the long end across the horse's back, as shown in Fig. 6, or draw them through one of the terrets. Dust all lightly with a finishing touch. Water-brush the mane and tail, as you did when dressing him. Hitch him to the pillar-reins and get out your trap; dust it over, arrange the rug, put in the whip, and then lead out your horse and 'put him to.'

Don't back him right in between the shafts, but only until his heels are near the points of them; take the near-side shaft, and raising it, draw the trap towards the horse, slipping the shafts into their place as you do so. Fix the traces and the belly-band. Leave this slack, so that the shafts get a little play and keep the weight off the horse's back—it is easier for horse and driver too; and then fasten the kicking-strap—and don't have that tight either—or the breeching, whichever it may be. Throw a rug lightly over the loins, if there is any time to spare, and there ought to be.

Always stand directly in front of a horse, so that he can see you. If he is fidgety take the reins on both sides close to the bit in your hands, and lightly play the bit in his mouth, all the while soothing his impatience by speaking to him. Never jerk and tug

at his mouth with a curse or a shouted 'Stand still, you brute, will you!' It only makes bad matters worse.

If your master or mistress starts from the stable-yard, always as soon as they are seated and ready to

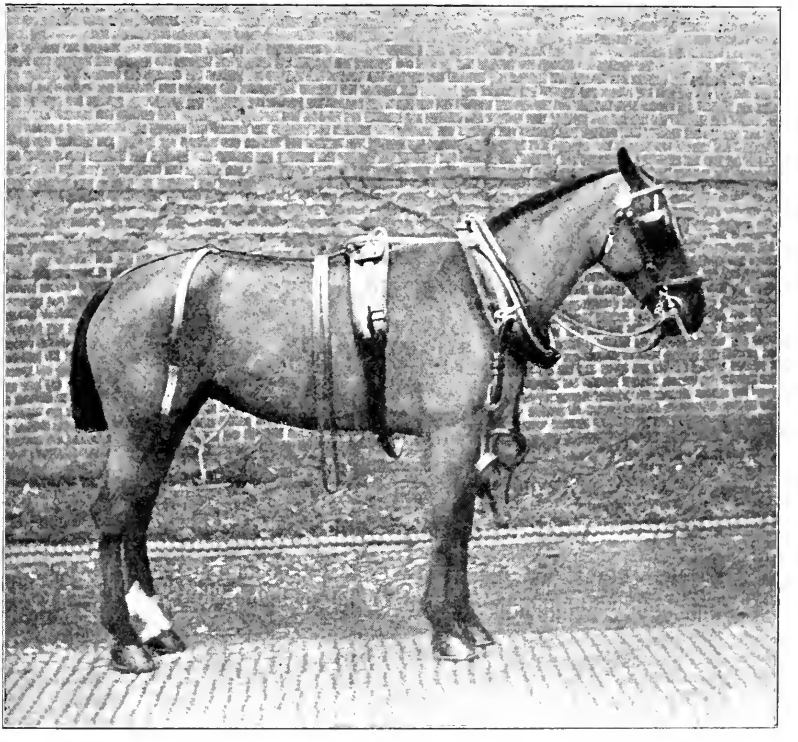


Photo by] [*W. Shawcross.*

FIG. 6.—CORRECT HARNESSING.

start go to the gate and see if the road is clear, and signal to anyone approaching to stop or draw aside.

They have gone, so now you can wash and hang out the rubbers, brushes, etc. They will soon dry. The Spaniards have a proverb, 'Dirty water won't wash clean'; neither will dirty tools clean dirty things. This is the time for odd jobs—sweeping your yard,

cleaning brasses, windows, and steps. If the bin is low, cut some chaff, take down cobwebs and dust your stable, clean up odd harness, etc. Even if you are engaged 'to look after a pony (or horse) and make yourself generally useful' there is always time to do these things. To keep places and things clean and as they ought to be kept, do everything *thoroughly* at the time, and a little regular looking after will keep them right. Forget such a phrase as 'Oh, that will do,' or 'That's near enough.' Try my plan, and you will find it answer.

You often hear people say: 'My man is no good; he lets things go day after day, and his work has got above him. The place is like a pigsty!' And it will be, too. Always have a pail of clean water standing ready for use.

While you have a few minutes to spare, and before your trap returns, let us have a word about harness. The bridle is a very important item as to fit; the cheek-straps should be just the right length, so that when the reins are tightened they don't bulge, allowing the horse to see behind. I speak of those bridles which still retain blinkers. I hope the day is not far distant when blinkers will be done away with, as they are in our colonies and in most foreign countries. I don't believe so many horses would shy and show other signs of nervousness if they were trained to harness work without blinkers. The unknown is always more or less terrifying, and if an animal hears a sound and can't see what causes it, can you wonder at the fright and fear he feels? Have the throat-strap, too, fairly tight, so that he can't toss the bridle off, and see always that the blinkers do not pinch to or close over the eyes, but are level and give plenty of room, as shown in Fig. 7. The illustration, too, shows a proper and well-fitting collar.

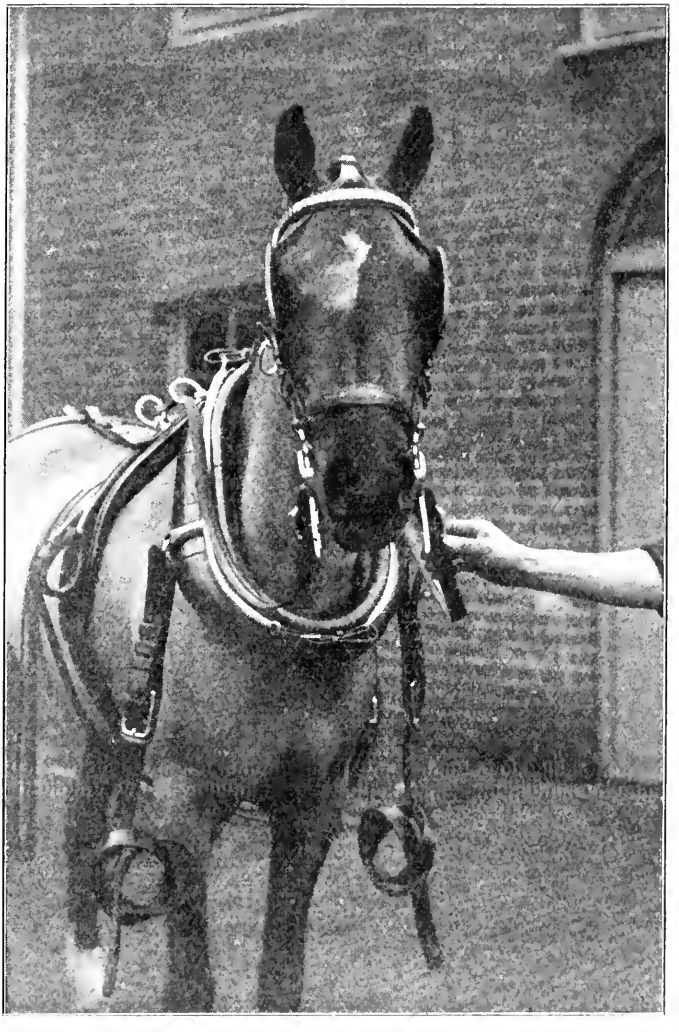


Photo by] [*W. Shawcross.*

FIG. 7.—A WELL-FITTING BRIDLE, STRAIGHT AND WELL-OPENED BLINKERS AND PROPER COLLAR, ALSO THE CORRECT WAY OF TWISTING UP THE TRACES.

If a collar is too small it presses on the windpipe and causes great distress, and if it is too large it rubs or wrings the shoulders. Leather-lined collars

are the best: they are easier to clean and dry, and do not get rough and harsh with the sweat and grease. Always see that the crupper-strap is long enough from the pad to the tail. If it is too short

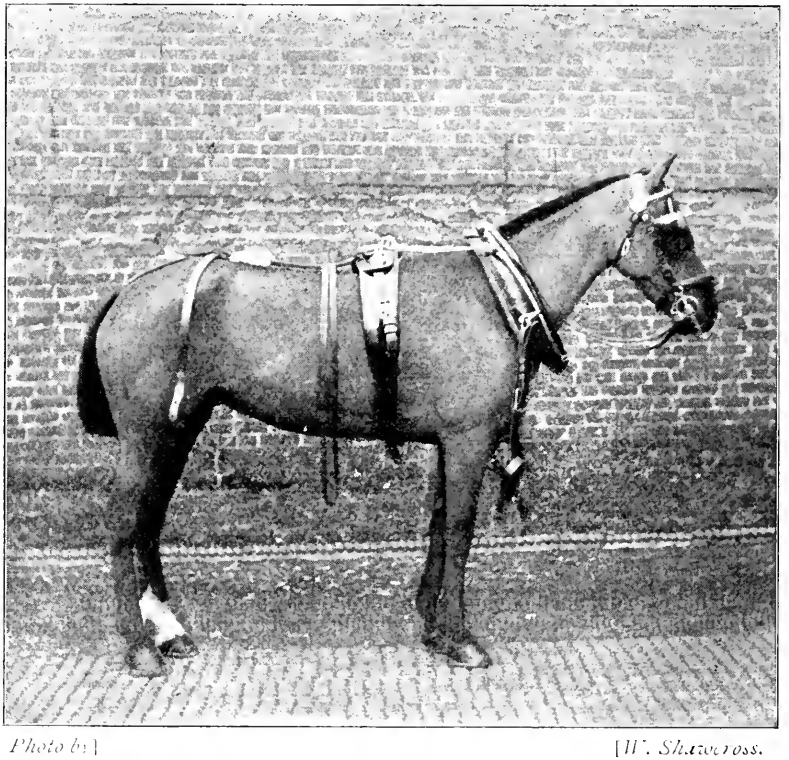


Photo by [*W. Shawcross.*

FIG. 8. THE WRONG WAY TO PAD A SORE.

it drags at the pad and galls the tail, and may produce either a jibber or a kicker. In the case of a bony horse or one doomed to wear old and ill-fitting harness—alas! there are many such—the poor beast gets rubbed in places, generally where the kicking-strap crosses the crupper. Never, as is so often seen, pad that spot with rag, but pad each side, and so raise the galling leather clear of the

wound. The former way of padding only increases the mischief and the pressure, instead of easing it. It may be very kindly meant, but is exceedingly ignorantly done.

Photo by] [*W. Shawcross.*

FIG. 9.—CORRECT WAY TO PAD A SORE.

The Return Home

Here comes your trap. Be ready to go to the horse's head, or to help your master to get down. In the case of a lady leaving a trap, put a wheel-basket on the side she gets out. If there is not such a thing in your harness-room, then place your arm between the wheel and the lady's dress, carefully

guarding it from getting soiled, and keep it clear of the step. Having looped the reins through the pad-rings, unbuckle the tugs, or the straps that fasten the kicking-strap to the shafts, then the belly-band, and lastly the traces. Take the near shaft firmly in your hands, and tell the horse to 'get up' a step or two. When he is clear of it, run the trap back out of the way, and see to the horse first.

Remove the harness and put on a halter. With your water-brush and a bucket of clean water wash the *feet* thoroughly, not the legs. If he is smothered in mud or sweat, or both, use a scraper and get off as much as possible, and then let him dry. While you are waiting, run your trap in until it is time to wash it, and hang up the harness also to await its turn.

The horse being dry, take a handful of straw and thoroughly and briskly rub off the now dry mud; then dress him, as before described, and rug him up; then give the midday feed—no water this time. We once had a very valuable animal sent in for treatment. She was in a most shocking state. She had running and stinking sores all over her body, one of the ears eventually rotted off, and the skin was seamed with huge scars all over, as if the poor beast had been in a very tight place during a pitched battle. This was brought about by a foolish and ignorant groom. When the mare returned to the stables, very hot, tired, and dirty, this man *threw* pail after pail of ice-cold water over her to wash the mud and sweat off; he was even too idle to dry her, but rugged her up, fed and left her. Of course, a violent chill followed, and in the morning the poor animal was so swollen that the roller was buried in the overlapping folds, and was only removed with great difficulty. Never run such a risk as that.

After your own dinner, clean the harness and wash the trap.

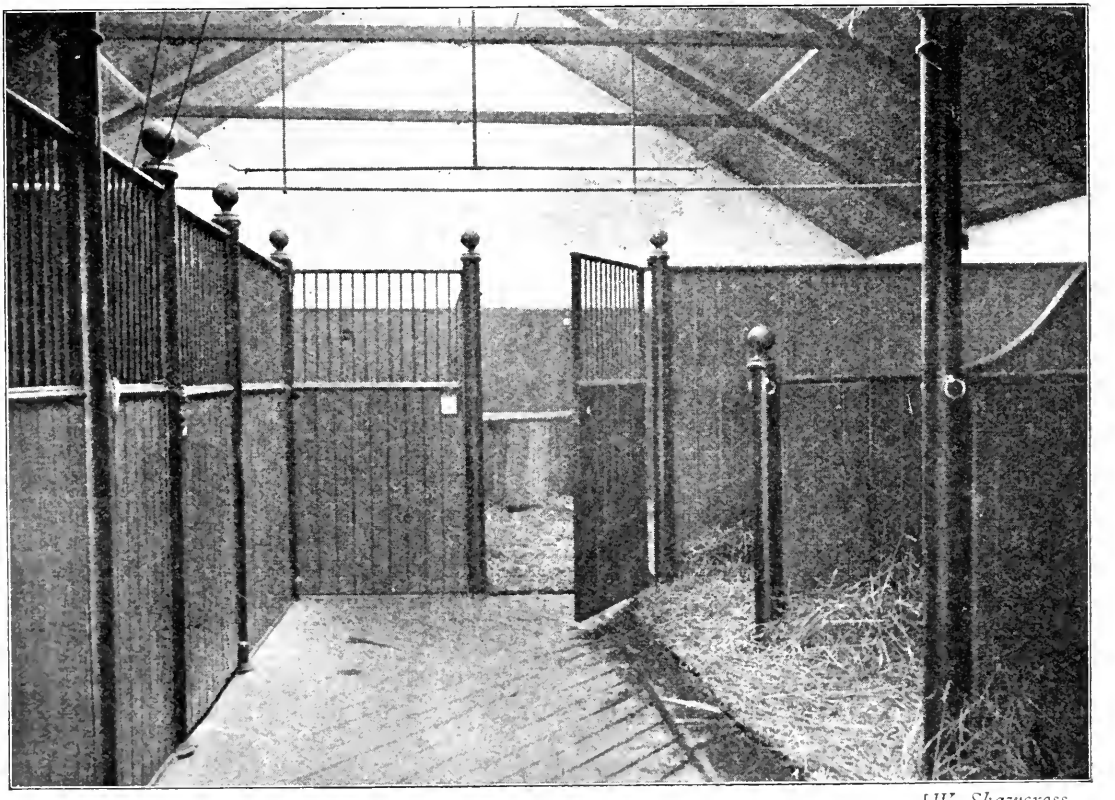


Photo by] [*W. Shawcross.*

FIG. 10.—INTERIOR OF STABLE.

About 5 or 5.30 p.m. begin bedding down, fresh toss what is already in the stalls and boxes, using now all that litter which has been packed neatly under the manger all day. Shake a little fresh over it, keep it well up at the sides, as shown in the illustration of the stable interior; this protects the horse when lying down. That done, water first, then toss in the chaff and oats, and put the hay down either on the floor or in a hay-rack level with the manger. *Never put it in an overhead rack.* Pick up any droppings, and neatly sweep the gangway at the back of the stall.

See that all the rack-chains are hooked up in the rings, not left hanging with one end in the manger or the hay-rack. I have had that done, and found some time afterwards that the horse has either been playing with it or taken it in his mouth with some hay, and there it was hooked firmly as any fish; and a nice job it is, too, to get the hook out, for it pierces right through the skin. Make sure that the log or lower chain runs freely through the ring, and does not stick or catch in any way.

Having satisfied yourself that all is as it should be—your pails full of clean water, the horses comfortable and safe—lock the doors and leave them until the morning.

Saddle Work

Now your day's work is over, your trap and harness all cleaned and put in their places, your horses and stables locked up for the night. To-morrow you may have an order for saddle-work, so let us talk about it and how to set about it. Be sure your saddles are perfectly clean and dry inside and out. Saddles should always be dried when taken off. If linen or woollen lined, when dry they should

always be thoroughly brushed; leather-lined ones must be sponged and soaped to keep them soft and pliable. The stirrup leather sponged and soaped (soft-soap) for the same reason, the stirrups put in water and thoroughly scoured with silver-sand and soft-soap When clean they should be dried on a leather and rubber and burnished like silver. The bridle and reins should be sponged and soaped, and the bits served like the stirrups if they are steel, or cleaned with whitening if plated. So much for the care of the leather and steel; now for the proper adjustment of them.

Approach your horse on the near side with a kindly and clearly-spoken word or two; remove the rug as before described and put on the saddle, well forward, so that it fits properly on the withers; the girths should already be attached on the off side. See that they are not split or likely to split, and buckle them smoothly and firmly on the near side. See that there is no space between them and that the horse's skin is not wrinkled.

Remove the headstall, having the bridle already in your left hand, and bring your horse round in the stall, then put on the bridle. Be careful to have the cheek-straps just the right length, and the throat-strap slack and not so tight as it is used in harness work; but you must regulate that according to your horse. Irish horses have a very curious way of folding down their ears, and if they are a little touchy in temper they will fold their ears and knowingly toss their heads, and if the throat-strap is *too* slack off comes the bridle. Twice I have experienced this. In one case the mare was a hired one, and she evidently had tried it on before. After the first mile she did this, and was evidently thinking of a quick return to her stables; but for once she reckoned without her host, for as she tossed her head back the

second time to get quite clear, I seized her by the throat and kept her head up, whilst a gentleman replaced the bridle, and on we went. Draw the forelock *outside* the frontal band, comb and water-brush the mane, forelock, and tail, and oil the hoofs, and your horse is ready.

Watch the linings of all saddles; they are bound

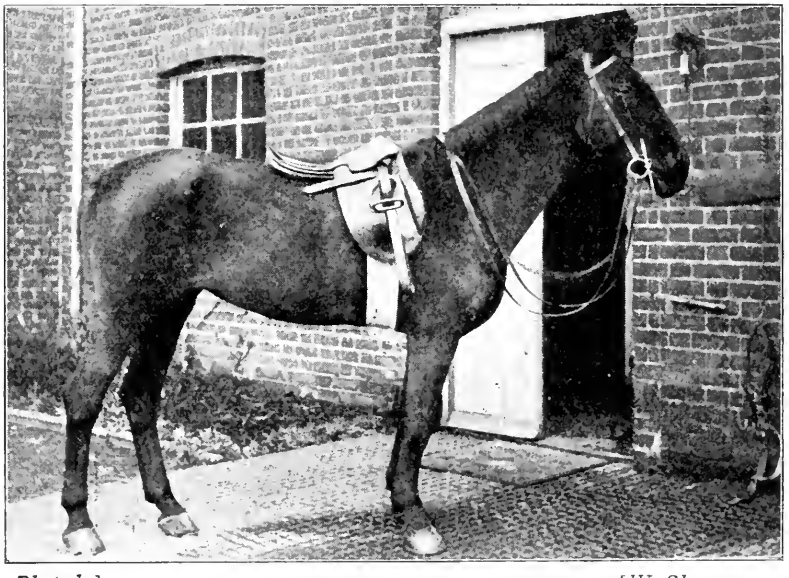


Photo by] [*W. Shawcross.*

FIG. 11.—CORRECTLY SADDLED AND BRIDLED. COMPARE IN DETAIL WITH FIG. 12.

to 'get down,' when they will begin to rub your horse. Especially if the hard part of the seat gets down on the backbone it will result in an enlarged joint, which will always stand up like a walnut. Study the two illustrations well, and you will learn more from them than all I can tell you. For side-saddle work I must explain more at length, and more fully illustrate my information, as from long

experience I find nine men and lads out of every ten are very ignorant on the subject.

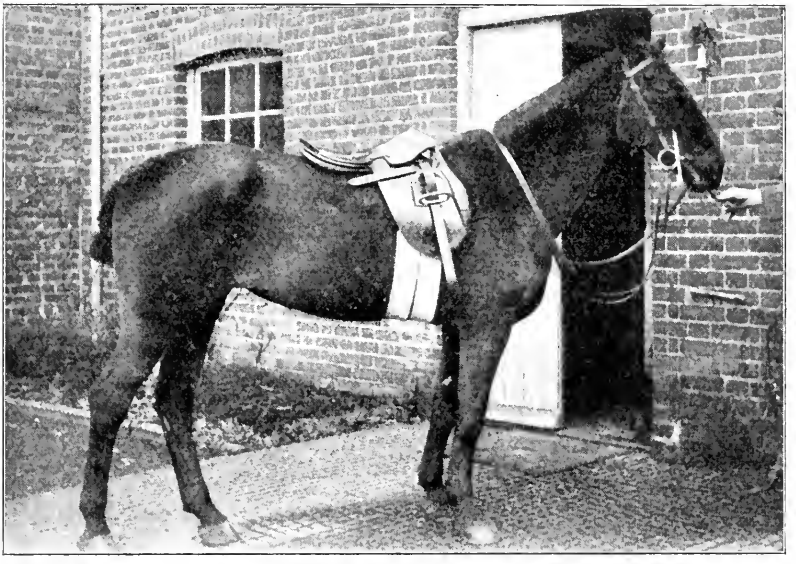


Photo by] [*W. Shawcross.*

FIG. 12.—SADDLE TOO FAR BACK, GIRTHS APART, THROAT STRAP FAR TOO TIGHT, AND CHEEK STRAPS TOO SHORT. NOTICE HOW THE BIT DRAGS AT THE CORNERS OF THE MOUTH.

CHAPTER III

BITS

LET us 'take a bit at a time,' as the monkey said when he stole the cheese. Here, then, we have an illustration of the bits generally used. I do not show other and more severe bits because in my opinion, if cruelty and its details were not so much published and illustrated, there would not be so much of it. I mean that there are plenty of men and lads with

cruel and even brutal natures—more is the pity—but until they receive instruction, or, as they say, 'are put up to it,' their cruelty does not take any definite shape. I could write a great deal on horrors of cruelty that I have seen and know of, which would surely revolt the most hardened, but, true to the good old saying, 'Where ignorance is bliss 'tis folly to be wise,' I shall remain silent on that subject. It is my most earnest wish to instil and illustrate the most humane and serviceable methods of treating and using our faithful friend the horse, and trust this little book may work good results in this respect. Even with these bits great cruelty can be perpetrated, so I will try to show you the wisest and most humane way to use them. Nos. 1, 3, and 6, in the top line of my illustration, are harness bits; No. 7 can be used for either harness or saddle work; so also can Nos. 1 and 6. The rest are for saddle work.

The mouthing and training, or, as it is more often called, 'breaking,' of horses, does not come within the province of this book; but it has always struck me that 'breaking' of horses is a misapplied term. Think for a moment. How can one break what does not exist? 'Training' sounds much better, and surely it more properly expresses what is intended—*i.e.*, the 'education of the horse.'

If an animal has been well, or even passably *trained*, the *breaking* process takes place when his life's work commences and when he falls into the hands of ignorant owners or comes under the *charge*—I won't say care—of ignorant grooms or 'stable chaps who know a thing or two.' Now, I take it, the bit plays a very important part in this 'breaking' process. Many a nice-mouthed and good-tempered horse has been entirely ruined and rendered vicious by wrong bitting. There is a good old Norfolk saying, 'Treat every man as honest until you find

him a rogue.' My advice is, 'Treat every horse humanely and as a faithful friend and servant until you find out his fault, and then try to cure him of it.'

No. 1 is a rubber bit, and is used for very tender-mouthed horses; but I do not like them, as you never know what the rubber may cover or what flaws or faults may exist in the foundation material. A plain snaffle bit and good hands ought to be all that is required. No. 7 is a bit invented and solely used by the far-famed Professor Norton B. Smith. It can be used on the most vicious of animals with as much effect as on one that can be 'driven with a thread'; and those of you who have had the privilege of witnessing one of his wonderful exhibitions of horsemanship will not be likely ever to forget it. No. 3 is a 'Liverpool,' and can be used in three different ways. On a light-mouthed horse the reins should be attached on the 'cheek'—that is, through the ring and embracing the upright centre bar *below* the mouthpiece. If a tighter hold is required, use the 'middle bar'—that is, the top holes immediately below the ring, when the curb is called into play. Sometimes, but, I hope, not often, the lower bar is used. As a rule, this torture—for it amounts to that—is supplemented by the use of the hateful bearing-rein. By using this lower bar the horse is constantly hard on the curb, his head pulled under towards his chest. If he makes a blunder, instead of the driver being able to pull him up, he only makes bad matters worse, for he instinctively hauls at the reins, closer in still goes the poor beast's head, and down he goes. He does not stand a chance to right himself. The horse's mouth becomes harder and harder, and he gets into the habit of 'laying' on his bit, and puts all his weight and most of the draught on his driver's hands, instead of putting it into the collar; and then, if other persuasions of a milder character are used, he

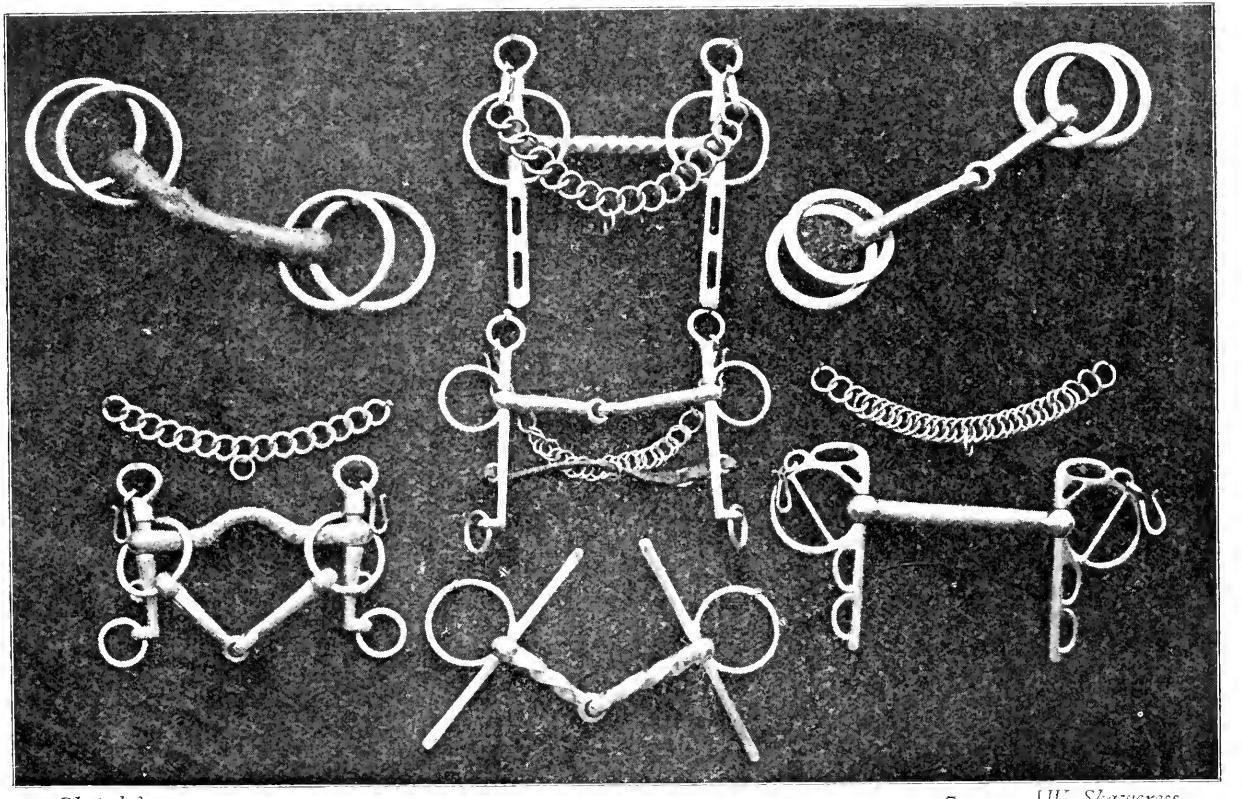


Photo by] [*W. Shawcross*

FIG. 13.—BITS MOST GENERALLY IN USE.

has by that time grown to be like Topsy, of 'Uncle Tom's Cabin' fame, who had to be beaten with fire-irons because 'she was used to sticks and could not feel them.'

No. 6, the simple ring snaffle, is my favourite, and when the horse 'gets hold' a little you should use your voice instead of making vicious tugs on his mouth. A clearly-spoken 'Steady, steady now; quiet, my lad!' will generally be all that is necessary. You will get far more work, love, and faithful attachment out of any horse, young or old, by gentle and humane treatment than you can by all the bullying and brutality ever exercised on the long-suffering animals we use.

I notice all hard-working and heavy dray horses are provided with this bit, and if they, in their huge size and corresponding strength, can be handled with such a simple mouth bit, why not others?

For saddle work, No. 2, the bridoon, or double bit, is quite severe enough to hold any horse. It is not the severest in use, but at the same time great mischief can be done with it. Here we have a picture (Fig. 14) of a lady's cob. With this double-bitted bridle on, you will see how a two-fold action is brought into force in a horse's mouth. Observe the pull the rider can get on the mouth with the bridoon, or jointed part, at the same time putting the full force of the curb into action. Now, hereby hangs a tale. The lady who owns this beautiful little roan cob came to me one day in great distress. During a long illness the coachman had been riding the cob with this bridle on. He so tortured the poor little beast with his hard and unyielding hands, hard riding, and punishment, that it was no longer safe for his mistress, on her recovery, to ride. 'What shall I do? I love my little cob so, and have always been able to do anything with him.' My first and natural question

was: 'What bit has he been using?' 'A double one, and a nose-band too, and yet he gets away.' We arranged that I should ride him bridled and bitted exactly as here shown, only, observe, the curb rein is here shown quite slack, or I should never have obtained this photograph: as it was, with ears back

Photo by] [*W. Shawcross.*

FIG. 14.—SHOWING THE BRIDOON, OR DOUBLE-BITTED BRIDLE.

and constant champing and fidgeting, it was no easy task. Well, the trial came off, the lady accompanying me on one of my horses. I talked to the cob, patted his neck, and lightly handled him on the bridoon, leaving the curb alone; after a little while he settled down and was quite happy. 'What *are*

you doing ?' she asked. 'Nothing,' I answered. 'Ah, you try him on the turf, and he will bolt.' 'Probably ; let us try him.' So on to the moors we went ; only one hand on the reins, I walked, trotted, cantered, and galloped that cob. No curb was used, and he went like a lamb, and never offered to misbehave at

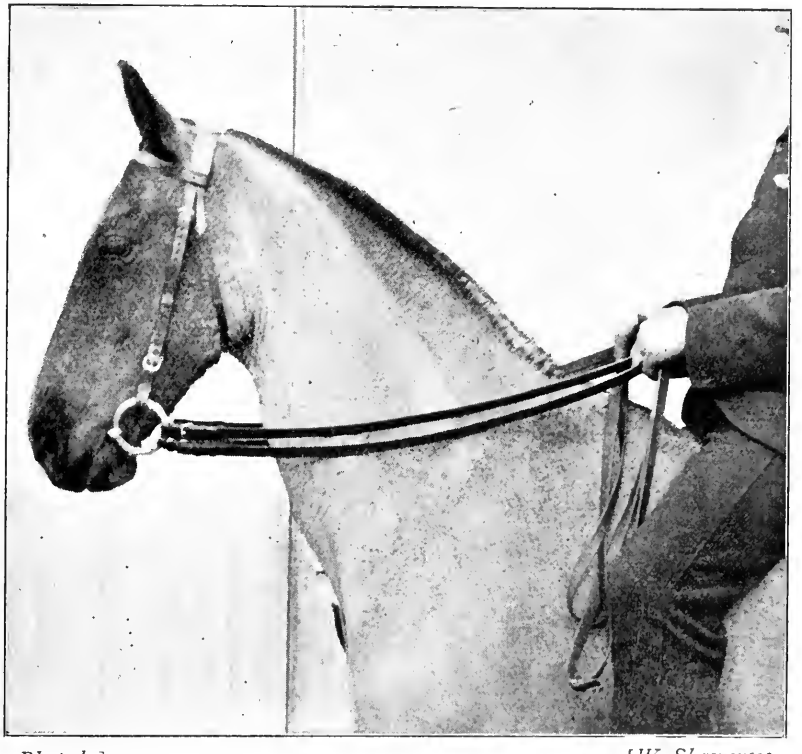


Photo by] [*W. Shawcross*

FIG. 15.—THE SAME COB IN A SIMPLE SNAFFLE, IN WHICH HE IS NOW ALWAYS USED.

all. 'Well, it is quite wonderful, but what is the reason ? Men could not hold him, pulling hard with both hands.' 'That,' I said, '*is* the reason ; see !' and I *took hold of him*. Instantly he prepared for battle, but it went no further. I resumed my old method and all was well. I rode him several times after

that, but in a plain snaffle as shown in Fig. 15, and he 'has gone happily ever after.' That is only one case of many that have come under my notice.

The centre bit, No. 4, the Pelham, is another simple bit for saddle work. It answers the purpose of both snaffle and curb; the curb is there in case of emergency, but it need never touch the horse at all. No. 5, at the bottom, is the cheek bar snaffle, and being twisted, is more severe than the plain snaffle. But take my advice, and try the simple ones first with light hands and kind words. Horses love to be spoken to and made much of, and a kind word or gentle and approving pat will do more than any number of hidings and all the pulling in the world.

CHAPTER IV

HANDS

As we always speak of 'riding and driving,' we will take things in order, and discuss the position of the hands in riding first. Simplicity before everything; so now for the snaffle bridle. With a plain double-reined snaffle, if properly used, a horse ought to be 'as happy as a king' and perfectly comfortable. Fig. 16 shows the correct method of holding the reins. This position gives that good old 'give-and-take hand,' and nothing can compare with it. Many—especially grooms out to exercise—cross the reins in the palms of their hands, giving 'the grip of iron,' and after a long course of this kind they find their horse's mouth hardens, and they have recourse to a bridoon. 'Might as well pull at a house as try and hold the brute!' they say, on returning to the stables. Poor fellows! there certainly is a brute in the case, but it is not the

horse. People who study the subject, and really care for their horses, as I do, can tell instantly what work they have been in the habit of doing and what sort of 'hands' have been on the reins. It seems such a pity that men do not more thoroughly study this part of a horse's education, and their own, too, for that matter. It stands to reason that the heavy-handed rider 'no matter what the pace he is going

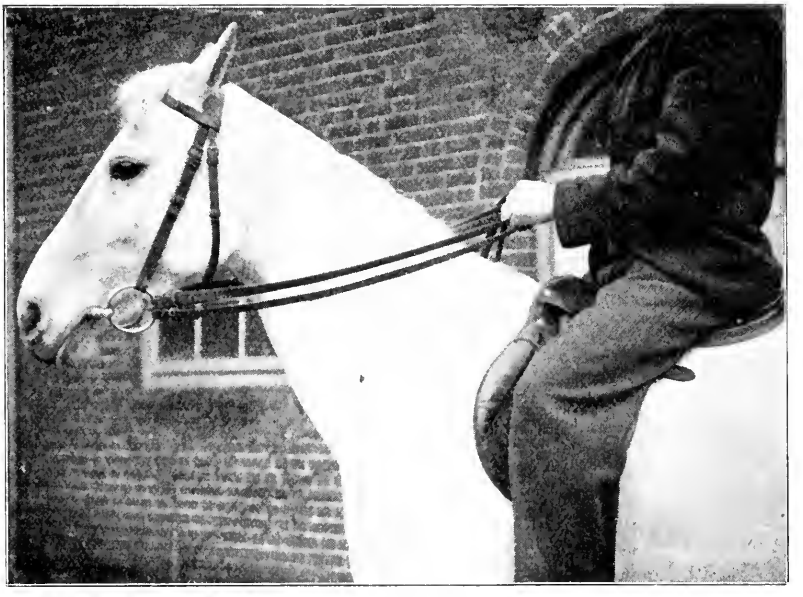


Photo by] [*W. Shawcross.*

FIG. 16.—CORRECT USE OF A DOUBLE REINED SNAFFLE BRIDLE.

at, who never for a moment relaxes his 'iron grip' on his horse's mouth, has no extra power in reserve should occasion require it.

A perfect 'hand' makes the rider and horse in complete sympathy. Walking and trotting, the rider should only just *feel* his horse's mouth. The hand should be able to feel the slightest variation on the horse's part, and instantly answer it. I don't

mean that the reins should be too slack: that is as absurd as holding them too tight. The illustration (Fig. 16) shows beautifully the correct tension. At the canter and gallop the grip should be firmer. In fact, a well-trained and properly handled horse can tell what is expected of him from the various degrees of tension on his mouth.

Photo by] [*W. Shawcross.*

FIG. 17.—CORRECT POSITION OF RIDER'S HAND WHEN USING A CURB-BIT.

Always have the ends of the reins under your thumb, and not in the hollow. This keeps them in place, and prevents that constant and irritating fidgeting with the reins.

When using a curb-bit, as shown in Fig. 17, hold the reins as here depicted, with the curb slack. The curb is a 'safety valve in case of emergency,' if I may so express it. If it is always in use the horse takes no notice of it when it is really needed.

Such foolish misuse of it only recoils on the rider, and the proper use of it cannot be too deeply impressed on all who ride and who think they ride. The reins are intended as guides and checks on the horse, and not handles to hold on to in order to keep the rider from falling off. The fingers of a rider ought to be as sensitive to the 'ribbons' as a

Photo by] [*W. Shawcross.*

FIG. 18.—THE WRONG AND ABUSIVE METHOD OF APPLYING THE CURB.

musician's fingers are to the various notes or strings of his instruments.

Fig. 18 shows a very incorrect manner of using a curb-bit — the reins crossed and the curb hard on. This picture is not so clear as it ought to be, because 'Lady Jane' strongly resented being made the subject of such ignorant use, or rather abuse. One could write much more on this subject, but for the present I think enough has been said.

Study, then, this matter of hands well, and you will get more than double the amount of enjoyment out of your rides.

'On the box' you must be just as careful and thoughtful. Every movement on the driver's part is reproduced on the horse's mouth. Sit still and keep your hands firm and steady. Hold your horse

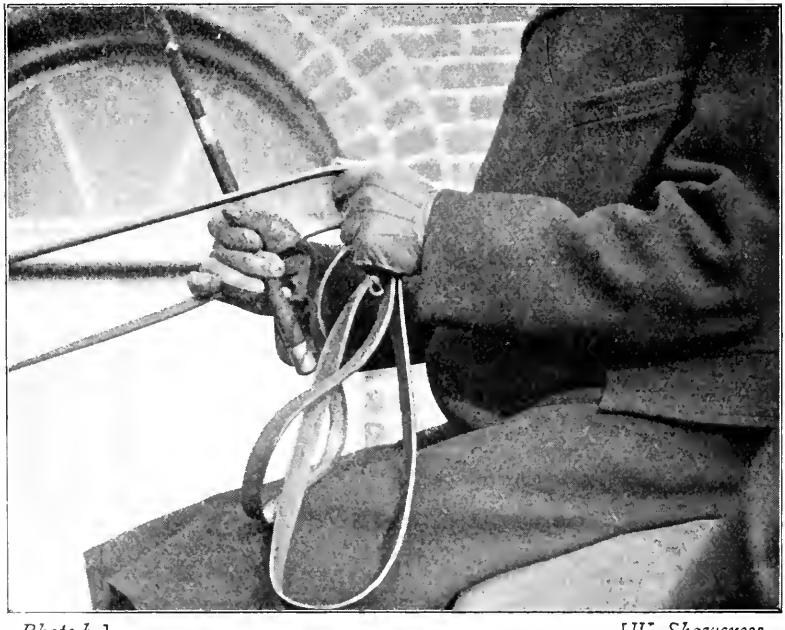


Photo by] [*W. Shawcross.*

FIG. 19.—CORRECT POSITION FOR HANDS AND ARMS WHEN DRIVING.

well in when going downhill, and let him 'have his head' going uphill. The reins should be held in the left hand, the off or right-side rein between the second and third fingers, the near or left rein over the first finger, both reins passing down through the hand, and the end being caught up on the little finger at the buckle. As shown in Fig. 19, keep your elbows down naturally by your sides and your hands at

right angles, and not stretched out at full length from the shoulder, as is so often seen; it is very bad form. Most coachmen always carry the whip; in this case the illustration very clearly shows the correct position of hand with whip—on the rein to steady or to guide. Never—never have the right hand on the rein when you use the whip, nor a rein

Photo by] [*W. Shawcross.*

FIG. 20.—OLD-WOMAN GOING-TO-MARKET STYLE.

in each hand. That is a very 'old-woman-going-to-market' way of driving, and will stamp you before the eyes of the world as a thoroughly bad coachman. Fig. 20 explains this pretty rustic way of driving—arms out and reins trailing. Perhaps before long the driver's legs get a bit weary of keeping in one position; a sudden shift into a more comfortable attitude is made; the feet, 'quite by mistake,' tread

on or get entangled in the dangling reins. A sudden and unexpected jag is made at the horse's mouth, and unless he is a very worn-out old crock, he suddenly fancies it's no place for him where horses' mouths are not more respected, and off he goes. The driver is alarmed, and tries to kick his or her feet clear of the entangled reins. Another jag on his mouth, and away goes the horse, and if no harm comes of it, it is more by luck than wit.

'There are only two ways of doing a thing, a right way and a wrong,' was always being dinned into my ears when a child at boarding-school, and although the wrong *seems* to be the easier, it is not so by any means in the long-run. Men are so apt to think that mere animal strength and brute force will achieve wonders and carry all before them. It is not so. Ladies with good hands and a love of horses can accomplish more in a given time with gentle firmness and persuasion than a man with all his stubborn strength and 'I-mean-to-have-my-way!' sort of style in dealing with a horse of peculiar opinions and funny little ways of his own. But I do not wish to weary you out, and as I have been 'putting it very straight' to my masculine readers, it is only fair that I now say a little to the ladies. Their riding as a rule causes their long-suffering mounts the greatest discomfort from bad seats and other 'trifles,' so I will add a short chapter on this subject for their enlightenment and their horses' benefit. The instruction on driving correctly will answer all purposes.

CHAPTER V

SIDE-SADDLE WORK—A WORD OR TWO FOR LADIES

'A LOVELY day for a ride!' Yes, it is, and perhaps you will thoroughly enjoy it, under the blissful

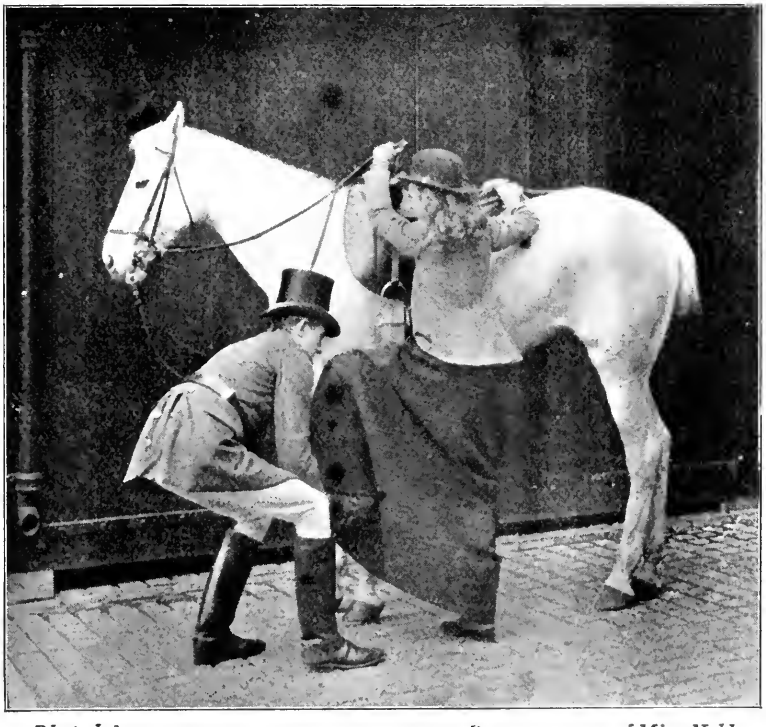


Photo by] [*Miss Noble.*

FIG. 21.—CORRECT METHOD OF MOUNTING.

impression that you can ride. Perhaps you can. But to those who only *think* they can, and are always wringing a poor horse's back, I will make a few revelations. Your horse may be perfectly saddled, and all seem well, and to start with, I give you two

illustrations of the correct and incorrect methods of mounting. Your groom is at your horse's head. You walk up to your horse on the near side, and pat his neck. Take the snaffle rein in your left hand, between the little and third fingers, and third and

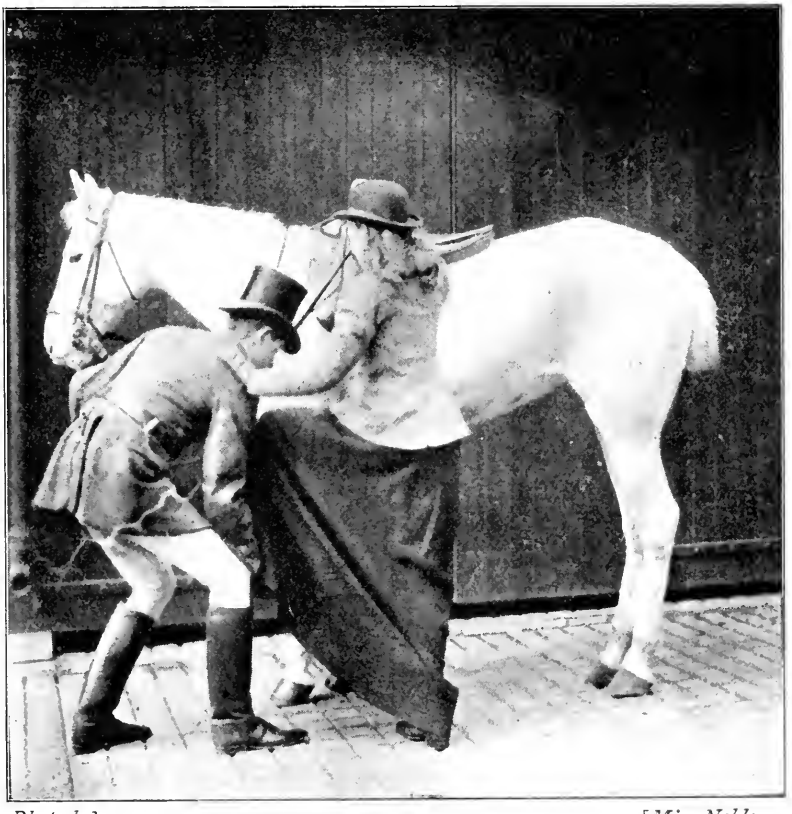


Photo by] [*Miss Noble.*

FIG. 22.—INCORRECT METHOD OF MOUNTING A LADY.

second (or middle) fingers—that is, the 'ring finger' being *between* the two reins. Slip your hand along till you just feel the horse's mouth, and place the hand on the top pommel, and the right hand firmly grasping the whip should be placed on the back of the saddle.

Stand facing the horse's head, and offer your left foot to the groom, and instantly spring straight to the saddle. Never count one, two, three. In the case of a fresh and impatient horse this counting causes a lot of tiresome irritations and false mounts. This

Photo by] [*Miss Noble.*

FIG. 23.—CORRECT POSITION.

method of mounting leaves the groom perfectly free and able to seize the horse if he starts off a little too soon, and allows the lady to step quickly aside and get clear of the prancing steed until once more 'quiet reigns supreme.'

Fig. 21 is an excellent example of what I consider,

and through a long experience have found, to be the easiest, safest, and most gracefully independent way of mounting for ladies.

Fig. 22 shows a very general, but none the less incorrect, method of mounting a lady, some even

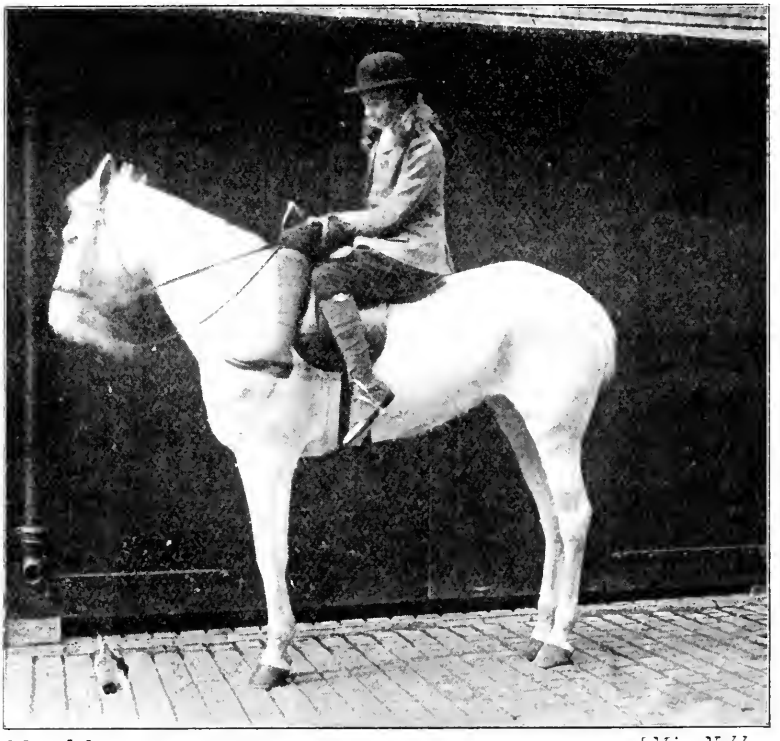


Photo by] [*Miss Noble.*

FIG. 24.—INCORRECT POSITION.

springing from the right instead of the left foot. In this case neither the lady nor the groom have much control over the horse, and the groom is sadly hampered if the horse is restive. When the rider is up, with the right leg over the pommel, the groom should deftly slip her left foot into the stirrup, taking care that the habit is quite free, and not caught in

the stirrup in any way. Proper fitting habits should not have straps attached, as they are very dangerous. Sit fair and square in the saddle, the legs in the position shown in Fig. 23, and lightly and firmly take the reins as before described.

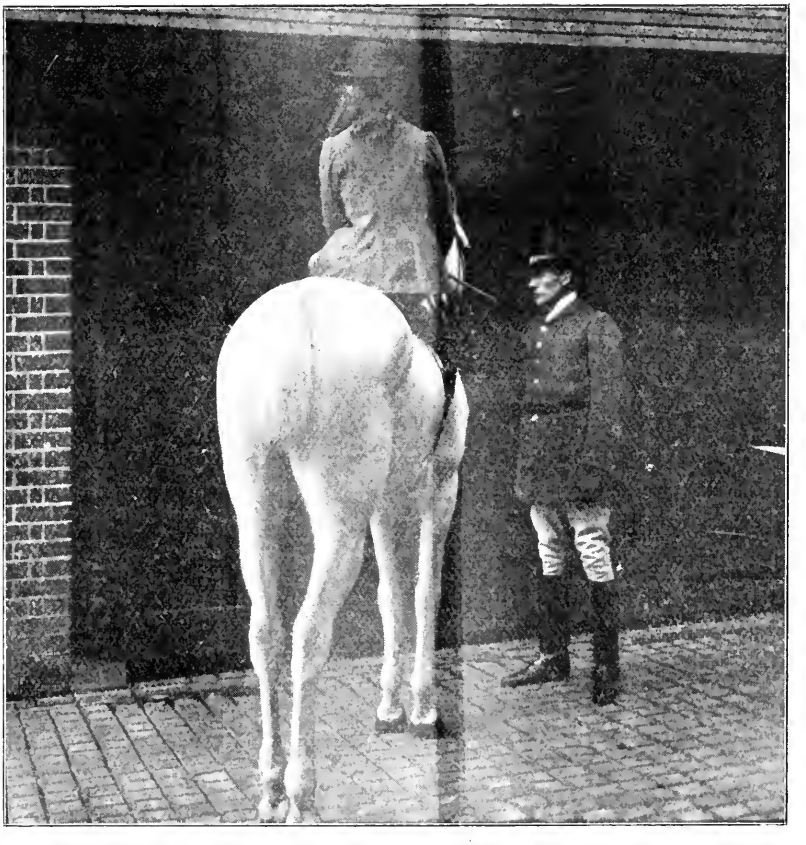


Photo by] [*Miss Noble.*

FIG. 25.—BACK VIEW OF FIG. 24.

Never imagine that constant hard going shows off good horsemanship; it does not. Judgment and common-sense, and consideration for your horse's feelings, show this as nothing else does. Whatever the pace, never alter the position of the legs and

feet. So many ladies ride as in Fig. 24, which throws them round in the saddle, as shown in Fig. 25 from which false position many evils arise. The central balance is lost, the grip is weak on the pommels, the whole effect very ugly, and the strain of riding increased a hundredfold both on the horse and rider, and constant riding in this position tends

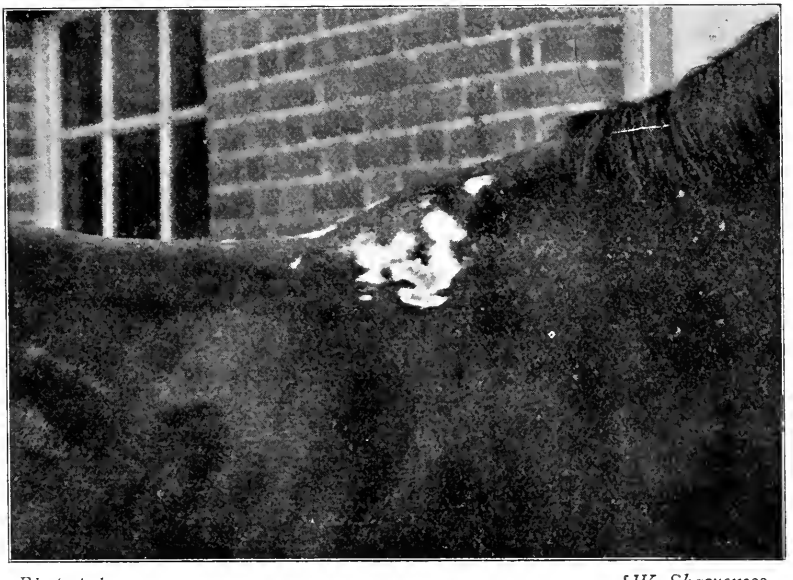


Photo by] [*W. Shawcross.*

FIG. 26.—INJURED WITHERS, THE RESULT OF A WRONG POSITION.

to enlarge the right hip, to say nothing of wringing the horse's withers, as Fig. 26 very painfully illustrates.

During the trot sit erect and rise *upwards*, never forwards or sideways. A lady's shoulders should be perfectly parallel with her horse's ears, and the stirrup under the tread of the foot, not under the hollow. A straight and correct seat, one that makes the rider look 'one with her horse,' should be exactly

as in Fig. 27, with a ledge of the saddle showing on the off or right side.

I cannot close this short chapter without showing you a picture of a tiny boy of seven years of age who learnt to ride perfectly in twelve lessons. He came

Photo by]. . [*Miss Noble.*

FIG. 27.—A PERFECT SEAT.

over from Paris to learn, and good use he made of the instruction given. Nervous at first, with care and attention to what was said to him, the little fellow ended by riding splendidly, and can sit 'like a lancer' without reins or stirrups. It is a great mistake to put children on tricky, tiresome *little* ponies.

Give them one that can go, but avoid all fatigue or fear. Let them learn how to ride first and fall afterwards, when they are able to distinguish whether the fall is their own fault or their pony's. My grandfather used to say: 'Sit to fall, boys, but don't let me hear of your falling off.' Ride easily, but always

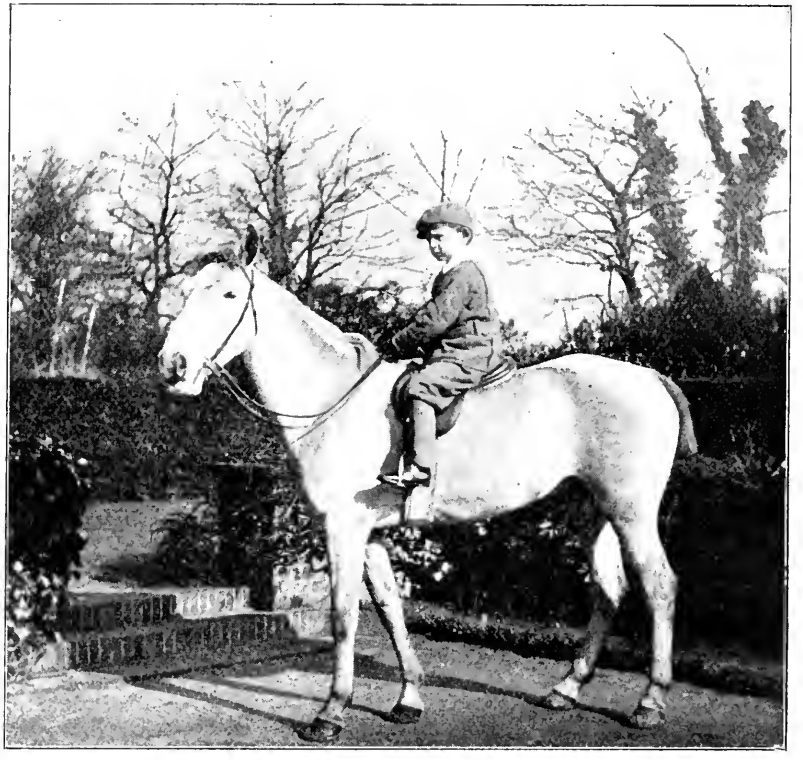


Photo by] [*Miss Noble.*

FIG. 28.—A YOUNG EXPERT.

be prepared for the unexpected. On one occasion I was cantering very smartly with this little fellow over a piece of common land at too good a pace to pull up sharp, when a big ditch suddenly appeared in front of us. Over went our horses, but the child —very small for his age he was, too—never budged

an inch in his saddle. What a little child with care and obedience can do others can do, too.

When you come to a nice strip of grass beside the road, take a canter on it, if you wish, but never canter on the hard highroad. You all know the old jingle:

'It's not the hunting that hurts the hack,
But the hammer, hammer, hammer on the hard high road.'

This will cause the unsightly windgalls, start splints, and probably end in lameness, besides stamping you as an unwise and inconsiderate rider. If you are riding a hired horse, always remember he has every bit as much feeling as if he were your own property, and don't ride him every inch of the way, to get your pennyworth out of him, by tearing along at top speed and doing in one hour what ought to occupy two hours' proper riding. In military riding-schools the pupils are ordered to 'make much of your horses,' which is obeyed by patting them on the neck. Make a practice of doing this; as I have said before, horses love to be petted. Always remember, too, that he is as much the work of our Creator as you and I, and treat him as a God-given friend, and not as a machine that can be supplied with new machinery when different parts are worn out or broken by careless and cruel use. Study his character and temperament, and act accordingly.

CHAPTER VI

DRAUGHT WORK

THE life of a draught horse might and should be a happy one, and it is only through the carelessness and ignorance of men that it is so often otherwise. He has grand muscles, or should have, which it is

a pleasure for him to exercise; and anyone who has watched a properly-kept horse will agree that he takes a pride and a pleasure in his work so long as it is not overdone, and he is not forced beyond his strength. There are many beautiful teams to be seen belonging to the brewers, railway companies, corn merchants, and other large firms, whom it is a pleasure to watch at their work and in whom their drivers evidently take much pride. A well-matched team like that in our picture, who, evidently, have a good master and a good time, may serve as an object-lesson, and we will draw attention to a few points of importance. First of all with regard to

The Harness.

It is a good rule to do with as little harness as possible. You all know what a relief it is when you have some hard work to do to get rid of all unnecessary clothing, and it is the same with the horse. What there is should, of course, fit well and easily.

The Collar especially, against which the greatest strain comes, should be made to fit the horse. Each one should by rights have his own collar, which should be kept for his use only. Many and many a case of prosecution for cruelty on account of sores under the collar would be saved if more attention were paid to this point.

Blinkers are much less used now than they used to be. The railway companies, large contractors, and tramways in London, and many others, have quite discontinued their use without any disadvantage. The old idea was that the revolving wheels would frighten horses. People had sense enough to discover the power of the horse's eye to see as far and as well behind him as in front, and promptly blocked

Photo by] [*W. Shawcross.*

FIG. 29.—A WELL MATCHED TEAM.

out 'the back view' in case he should run away. But even arguing on those very absurd lines, why should a horse be induced to advance if by seeing things he is terrified? When the blinkers now in use are worn out, I don't think any up-to-date harness-maker will ever reproduce them. If they *are* worn they should be well open, so that the horse can see on both sides as well as in front. In these days of motor-cars, steam-rollers, etc., it is best to let him see for himself, and experience shows that he soon gets accustomed to them, and is less easily frightened when he can see and judge for himself than when he is kept in a state of doubt and anxiety. Apply the test to yourself. Walk along a dark road; presently a terrible and thunderous noise comes from *somewhere;* you can't see; its approach is sudden, and you are only too conscious of being in the line of its advance. Where will it go? It rapidly gets louder. Frantic fright seizes you; no time to dodge it to the right or left. Better run your hardest in hopes of finding a place of safety ere you are overwhelmed by the sound-emitting monster and crushed. Well, don't you think some sort of thought like this works in the horse's brain, and he, too, wants to bolt? It shows his superior wisdom, and not his stupidity.

The Crupper is also often left off now, and in accordance with our rule, to have as little harness as possible, we think this is an improvement. It does no harm if it fits well, but it has often been the cause of accidents when fitting badly, and also it allows less play for the harness, and in going downhill especially may often become a cause of irritation.

The Hame Rein, if used at all for convenience as a leading-rein, should be kept loose enough for the horse to put down his head, as he naturally does in travelling uphill. In that case it can do no harm. The only fear is that if it is there at all some thought-

less driver may hitch it up tight some day and leave it like that.

The Driving

Having seen that the harness is all right, we may say a few words about the *Driving*. It is well known that there is a great difference in drivers. While one will bring his horses in from their day's work hot and exhausted, another who has done just as much with them will return with them cool and comfortable and not over-tired. The reason is that one is a good and careful driver, while the other is a bad and careless one, who has no business to have charge of a horse at all.

If you ask me what makes the difference, I should say that it depends more than anything else on sympathy with his animals. To the bad driver the horses are merely machines, out of which he tries to get all he can with no regard to their feelings. To the good driver, on the other hand, they are intelligent fellow-workers whom he treats with sympathy and consideration. In the former case it would be wise for the master to make a few inquiries along the line his man travels, and in nine cases out of ten he will find that he is always either gossiping at a friend's or inside a public-house. All the time he wastes on himself he forces his horses to make up for on the road. Warn him, and if it continues dismiss him and find an honest man.

We will point out a few common mistakes into which drivers are apt to fall, and the way in which the work may be lightened for the workers.

Firstly, when you are about to start, it is a great mistake if the first signal the horse receives is a heavy cut with the whip. It must never be forgotten that the horse is a very nervous and sensitive animal, and

any sudden and rough treatment upsets him and 'takes it out of him' more than a good deal of quiet work. So when you start him, do it by a gentle pressure of the reins or a kindly word or two, which will generally be quite enough.

Horses always started with a cut of the whip in time become a very real danger to the driver. To avoid a cruel and unmerited blow, as soon as the reins are taken and he feels the driver about to mount he starts off with a jerk. Many accidents have occurred like this, the horse eventually bolting and the driver either dragged along perilously near the wheels or left behind altogether.

If, on account of rough ground or slippery roads, your horse is unable to get on, it is a mistake to do as one sees so many do—that is, to stand at his head holding the reins, and proceed to flog him with the whip. If you use the whip at all, do it from behind. It is foolish to think that a horse will run up to the whip while you are flourishing it in his face. He cannot understand what you want, and is naturally much more likely to back away from it, or, at any rate, not to pull forwards. Put your whip away out of sight in the cart, and then come to his head and try to lead him on with some kind word and a little gentle encouragement. You will succeed better, unless the load is really more than he can move, when it is clearly foolish to punish him for not doing what is impossible.

Going Uphill.—Do not fluster your horse. Take him up in easy stages, and when you stop be sure to put a stone at the back of the wheel, and also see that the horse takes full advantage of it by easing back to take the weight off his shoulders. Many carmen will let their horses 'rest,' as they call it, with the whole weight of the load dragging all the while on the collar. If you are driving a two-wheel

cart, let down the prop under the shaft whenever you stop, either on a hill or otherwise, to take the weight off his back. Never flourish your whip, and give a good final cut either over or under him when you intend to stop. So many do this. It is one of the grossest abuses of the whip. In starting again, where possible, start *across the road*, which is much easier than going straight up the hill, and, whenever you can, take a zigzag course. It is often good, where you are able, to draw up across the road when you rest, when a stone is not needed at the back. (N.B.—Do not leave the loose stone lying in the middle of the road for the next carriage-horse to stumble over or get wedged in his foot.)

At the Top.—It is a mistake when drivers of traps as well as carts in their impatience quicken their pace as soon as the worst of the hill is passed, but before they are yet fairly on the level. It is a much better economy of horseflesh to let him have a few minutes' breathing-space when he gets to the top, or at any rate to get quite on to the level before quickening up again.

In a High Wind.—Remember that the strain is very great, especially in the case of a van or an omnibus, where a large surface is exposed to the wind. If it were floating on the water, a sail that size would be enough to carry the whole along at a fair pace, and if the wind be against them the horses have to overcome this extra force in addition to the weight of the load. Any cyclist can tell you what a terrible strain it is to ride against the wind for any length of time, and he has only the small surface of his body exposed to the wind. How much worse must it be for a horse with a large van behind him. This should always be borne in mind in regulating the pace.

Creaking Wheels.—It is a mistake not to look care-

fully to your wheels and see that they are properly greased and moving without unnecessary friction. Here, again, the cyclist learns sympathy. He knows the difference in the exertion when his wheels work stiffly and when they are properly oiled. Half an hour in the former condition is more exertion than one hour in the latter, and it is the same with the horse and cart. By wheels that work stiffly you may add half a ton to the load.

In Cold Weather, or when the horse is much heated, it is a mistake to let him stand uncovered. Always have a rug or sack with you to throw over him, especially over his loins, if he is likely to be kept standing.

In Hot Weather, when you can, choose a shady place for him to stand in. That he feels the heat unpleasantly is shown by the fact that in a field he will himself choose a shady spot. Sun-hats are now often used, and if they fit properly are to be recommended.

To Keep off Flies, which are very tormenting in summer-time, the following simple and harmless mixture may be used: 1 ounce of oil of pennyroyal added to 1 pint of olive or rape oil, well shaken and applied lightly. When putting it on the face—with brush or sponge—care should be taken not to let it run into the eyes.

The Donkey.

You should never be hard on poor relations, so I will not forget our horse's cousin. In Fig. 30 we have an ideal workaday donkey ready loaded for his morning round. Being a resident in a very hilly district, his task is no light one; but he is always kindly treated, and does his work willingly and cheer-

fully. This little animal has good and well-fitting harness and a snaffle-bit. I once saw a boy in difficulties about his donkey, who, instead of pulling, insisted on running backwards. 'Does your donkey often jib, boy?' I asked. 'Yes, he do at a biggish hill, and often he won't pull up a little one.' 'Let me have a look at him.' The poor boy, not knowing any

Photo by] [*W. Shawcross.*

FIG. 30.—PROPERLY BALANCED.

better, had harnessed him all wrong: the pad-girth was slack, the belly-band from the shafts as tight as could be, the crupper-strap at least 5 inches too short, and lying along the *side* of the back, instead of down the middle. Trussed up in this way, the poor little beast could not bend his back to his load, being fastened up hard and fast from the withers to the tail quite sideways. I soon rearranged Ned's furniture and vastly improved his drawing room, and like

other gentlemen, he fully appreciated the increased space allowed him for getting about.

But what really surprised me was the boy's genuine delight to learn how to harness his donkey properly. Many would have been rude and told me to mind my own business; and here let me just repeat one more 'wise saw': 'Right is right, and wrong is no man's right.' So when you see the sort of thing I have just described, do your best to rectify it. Being 'wrong,' it is not the owner's right to persist in it, to the hurt of the animal he or she is using. If you are received with the remark, 'That's my business; you mind your own,' quietly answer, 'That's just it; it is my business, and everyone else's, to try to do at least one good deed during the twenty-four hours.'

Notice also that the shafts are well up, and the load is nicely balanced over the wheels. This is a matter of very considerable importance with both donkey and pony in a two-wheeled cart. One often sees the load carelessly packed, so that a great part of the weight is in front, especially when a hulking man also sits himself down on the shafts. The mistake of this is that, in addition to pulling the load along the road, the donkey has also quite unnecessarily to support a great part of it on his back, and his work, already quite enough, is unkindly and stupidly much increased in this way.

It is also a mistake to pack the load too far back, as one sometimes sees it, as the donkey cannot pull it fairly when it is half lifting him up from the ground. Besides, the upward pressure of the belly-band is very uncomfortable, and it is apt to rub and make sores. Always balance your load well. It is wrong to think that anything and any treatment is good enough for a donkey. It is true that he is hardier than a horse and better able to rough it, but that is

a poor reason for ill-treating him. The average coster's donkey is a poor feeble little creature compared with the fine ass of Eastern lands from whom he is descended, and the difference is simply due to neglect and bad treatment. In cases where they have been treated with the same care as horses they have well repaid the trouble; and fine specimens of what the donkey may and should be are to be seen at shows. There is no reason why they should not be as carefully groomed and kept as horses are. It would be a great and invaluable aid to the 'cause of humanity' to organize in each rural district, and in large towns, too, an annual parade embracing all classes of the *working horses, ponies, and donkeys,* to be held on one of the Bank Holidays. If the Rector and some of the influential residents would only interest themselves in the matter it would answer in many ways. The rules and regulations could be made at the church room or village club, committees formed, many an evening being profitably spent talking matters over. And then the local excitement and interest aroused, and the prettiness of the sight on the all-important day! Clean carts and harness, shining buckles and chains, the tossing, ribbon-bedecked heads of the animals, happy and comfortable in possessing clean and glossy coats. Very much might and ought to be done in this way. Even the poorest possessor of an animal could afford to pay a nominal fee for entrance and towards the prize fund, and ladies would be only too pleased to collect the prize-money.

CHAPTER VII

VICES

THIS is a sad subject to write upon. What is the cause of half the so-called vice in horses? Is it the innate wickedness of the animal? I think not. Is it an inherited weakness? Perhaps in some cases it is. But of the real and main cause there is no doubt: it is the breaker's gross stupidity and brutal usage. Temperament varies vastly in horses, and they must be handled accordingly. First of all *learn your horse*, then begin to instruct and handle him. The ignorant mode of 'breaking' horses has produced various vices; the worst of all, I think, is

REARING.

I have seen nice-mouthed horses handled both in harness and in the saddle with the 'grip of iron,' when, after vainly trying to ease their tortured mouths, they have tried 'sitting up.' It is a most dangerous vice, and many a rider has been killed in this way, when the horse in terror or maddened rage has fallen completely over backwards.

I once owned a beautiful little Irish cob, and rode him many times before he showed any signs of vice. But good feeding and regular work soon put him in prime condition, and he felt fit to try on old games. I was trotting quietly along, snaffle bridle on and slack rein, when, without a moment's notice, up he went, straight as a lamp-post, and he was so bad at it that he even reared at a gallop. I have never heard of any other such case. He always reared three times in quick succession, and then would go on again at the pace thus interrupted. I tried all

humane ways I could think of, and at last obtained the patent 'Rensum' bridle, and my troubles were over. We had many a good fight before he found it was absolutely useless; and after twelve months' use of the Rensum I never used other than a double-rein snaffle bridle.

Too much cannot be said in favour of the Rensum. The great secret is to keep a horse's nose *down*. Once let him get his head up and all control over him is gone. Never make the fatal mistake of raising your hands and holding on in the vain hope of keeping your seat, for it is very probable you will just give the required pull to overbalance your horse; rather throw yourself forward, and, if possible, get your hand firmly on his neck, as near the head as you can get, and force him downwards. The first time the cob I have mentioned reared he broke the brim of my hat completely off—he went up so suddenly and unexpectedly.

In harness work a sharp and unmerited jerk on a curb bit will sometimes make a horse rear, especially if he is so checked by an impatient driver, who goes as hard as he can while there is yet room in close traffic, and when obliged to stop, does so with a vicious jerk. I have seen that done and heard the shafts crack and break, and I must own to having felt a certain satisfaction that the horse has taught his ignorant driver a very sharp lesson. You may be sure the ever-ready 'clever man' in the inevitable crowd which quickly forms on such an occasion soon airs his opinion. 'Sarve ye right, guvn'r; why didn't ye stop afore? Yer hoss on'y tried to jump the kebs and sich-like, on'y he couldn't git 'igh enuf.'

Kicking

In proper stable rotation, having 'taken the fore legs,' we will pass to the hind ones, and discuss their accomplishments. These sometimes have a far too elevated idea of their position in life. Being by nature totally opposed to the fore legs, so are the signs of a kicking bout totally different from those shown in rearing, then the head is thrown up. In kicking the ears are laid back, the eyes rolled to show the whites, and a very evil expression comes over the horse's whole face. Now, you must 'sit tight and hold hard' at the first sign. Get the horse's head well round to one side; don't slacken your hold of him for a moment. If you are a good rider there is more danger to others than to yourself. If you punish him, do so with discretion, and do not lose your own temper in the process and descend to brutality. Having his head well round, drop him several well-directed cuts with the whip down his shoulders. Don't whip him behind the saddle. Having cowed and conquered the fit *pro tem.*, set him going, and keep him at it; a constant course like this for a while will soon cure him. Here again the Rensum may be used with great advantage, because the running rein from the bit to the saddle stops all possibility of a horse getting his head down, which he must do before he can kick at all.

Bolting

If you think your horse is likely to bolt or 'take the bit in his teeth,' beware of the nasty 'snatching at the bit' that he tries time after time. Always keep a firm hand on the reins and 'prepare for action.' Some time since, in the *Animals' Friend*, a very

simple remedy for this particular vice—if it is a vice; all depends upon the *cause* of the bolting—was published. The writer says:

'Bolting is called a "vice" in a horse, although I do not like the term as applied to any animal, especially to one of the noblest of all. In my experience it is but the result of extreme nervousness, more frequently met with the more highly a horse is bred. I have ridden and driven horses called "vicious and unmanageable" and have always found them, after kind and patient treatment, most tractable and to be relied on in moments of danger and difficulty. But "bolting" is incurable. A horse who poses his head once and grips hold of the bit will do so repeatedly.

'Some years ago I bought a very handsome horse at Tattersall's. I knew when I bought him that there must be something radically wrong with him, as he was out of a dealer's yard, and a dealer does not send in a handsome horse to be sold at Tattersall's unless he has some fault which prevents him from being disposed of to customers. However, the horse took my fancy and I bought him. I was not long in finding out what was the matter with him. One day, in the country, when I was driving to the station, he bolted. Fortunately, the train was in and the gates closed, and he dashed into them. It was a general smash-up of the cart, but I and the horse escaped with but small injury. However, I made up my mind to part with him, as the next time the result would probably be still more disastrous. I was then informed by a friend, who understands a good deal about horses, of the following preventative. He told me if I applied it bolting would be an impossibility. I followed his receipt, and with perfect success. The horse was six years old when I bought him. I have driven him for twelve years, and he is still in my stable; and although he has several times, when frightened, attempted to bolt, he has never succeeded in doing so—in fact, I have perfect control of his mouth.

'I am astonished that the remedy is so little known. It is this: When a horse bolts *he takes the bit between his teeth*, from which, without actually breaking his jaw, it is

impossible to dislodge it; thus the French expression for a runaway horse is *un cheval, le mors au dent.* He does this by in some way curling his tongue back, which can be thus prevented: after he is bridled, place a narrow strap (barely ½ inch wide) over his tongue, pass it under his chin and through a ring in the curb chain, and buckle it. It must *not be buckled tightly* or the horse will object, and with reason, as it would cause him pain; it is also *quite unnecessary*, the strap thus placed being sufficient to prevent *the free action of his tongue*, and rendering it quite impossible for him to take the bit between his teeth, try as he may.'

Truly this is a very simple remedy for such a great danger.

JIBBING

This is a very tiresome trait in any animal, and makes the rider or driver *feel* as foolish as his animal *looks*. It, too, is often engendered by the horse being badly handled at the outset. Whatever may be the cause you can, at any rate, avoid doing what I have seen many a driver of jibbers do—go to the horse's head and commence thrashing it about the head. By such means you will only make bad worse. If a horse won't move on when he feels heavy blows from a whip falling on his quarters, he certainly won't advance to meet punishment showered on his head.

Many different remedies have been tried and found to answer in some cases which wholly fail in others in a way which seems mysterious, but which, I think, is capable of explanation. The first thing to notice in this complaint—for it is a complaint much more than a vice—is that it is an affection of the mind. The horse's behaviour is quite foolish and unaccountable. He is, in fact, not answerable for his actions. He is

what we may call temporarily insane. His brain is not working properly, and to thrash him is just as foolish as to thrash an engine in which some little piece of machinery has got out of gear and impedes the even work. We see a very similar state in people who get hysterical or have a fixed idea on one point while quite sane on all others. It is of no use to flog them; but treat them quietly, and the fit passes off and they become themselves again.

This, I think, explains the success and failure of the remedies used. The remedy itself is of little importance. It acts indirectly, simply by giving a new direction to the horse's mind, and in this way getting rid of the fixed idea. One remedy is to get down and examine the horse's feet in turn as if you suspected a stone to be wedged into either of them, then return to the near fore-foot and hold it up. Keep it up until he shows signs of weariness in that attitude, but never mind him, that is what you want. He is just thinking to himself, 'Whatever is this idiot holding up my foot for like this? I have no stone in it. I am not lame. My shoes are not loose. Here, let go, will you?' Then is the time to persevere. Hold on, don't fidget, but be firm, and keep the foot in the same position, now and then saying sharply and clearly, 'Woa, then! Stand still!' The horse gets sick of it; then put the foot down, pat his neck, mount your saddle or driving-seat again with a quick and clear 'Get on!' or 'Gee up!' and he will go, having something else to think about than refusing to go where he is wanted.

Another method is to quietly and persistently make a jibber *back*, not by jerks and brutal tugs on his mouth, but by steady force. A horse hates backing, and when he finds that there seems to be no end to the distance you mean him to go in that fashion,

he will be only too glad to proceed as Nature intended him—that is, head first.

We have heard also that it often has the desired effect to put a small stone under the horse's tongue, which, if our theory is correct, would be quite as likely to give a new direction to the horse's thoughts as anything else. We also read lately of a cabman in London who, when his horse threatened to stop the traffic, quietly got off his box and took a handful of chaff from the nosebag and offered it to the horse, who cheerfully accepted it, and, when the cabby remounted his box, contentedly started again. Surely a better method than flogging horses for half an hour.

If a horse or pony suddenly takes to jibbing, turn a sharp eye to his shoulders, and in nine cases out of ten you will find that tenderness or pain alone prevents him readily going up to the collar as usual. Then don't neglect to give the faithful, willing animal due attention and care, and have the collar properly seen to.

Shying

This is sometimes caused by defective eyesight, sometimes by absolute fear of any object seen, or by a sound not understood, which holds great terror for a high-strung, nervous horse. Or it may be only pure gladness of heart and fulness of joy to be up and doing, just harmlessly meant playfulness, or what I call 'seeing bogies in every corner and two in every gateway.'

Never whip a horse for shying, it only increases his nervousness and fright, and when once past the dreaded object he is very likely to bolt. Horses always show signs of what is about to happen, though those who are using them may fail to interpret the signs, and thus be somewhat unprepared. A

man who is in sympathy with his horse will be quick to note a peculiar pricking of the ears, and will feel a sudden tremor pass through the limbs, as though every nerve is quivering. Then sit tight, and pat the horse on the side from which he shies, if it is only a 'glancing aside,' pat and encourage him when the object is passed; but if he shies in the worst form, planting his feet well in front and refusing to approach the object that frightens him, still refrain from punishing him, exercise your patience to the utmost, coax him to approach it, ride him round and round it, gradually narrowing the circle, let him sniff at it, and then, still encouraging him with hand and voice, let him walk quietly away as if nothing unusual had happened. If it is possible, try to take him a round that will oblige you to pass the same spot again; the animal may feel a little quivery, but don't make a fuss or elaborate preparations for passing, just give him a small pat or two and a 'Come on, old man!' and I do not think there will be much trouble.

In harness, I believe that most of the shying may be put down to the use of blinkers. But a great deal of the trouble really lies in the driver and rider himself. Notice timid people out with horses. How often have I heard them say, all the while being in a fever of fright, 'Here comes a bicycle (or a motor, or a steam-roller)! What shall I do? Does this horse mind them?' Well, you all know what effect this kind of thing has. Every movement of rider or driver, every quiver of the hands on the reins, every sudden and fearsome grip, is instantly felt on the horse's mouth and duly interpreted by him. 'What's up now? Something awful coming; it must be dangerous, or my rider would not be so frightened!' Some such thought must go through his brain, and, of course, he, too, is frightened. And

so I take it that many a good horse is spoilt and rendered vicious by ignorant and timid people. Have confidence in yourself and use common-sense, and your horse will have confidence in you. Never go out of your way to meet trouble half-way; it comes quite soon enough.

There is a very simple method, which I have tried myself successfully, by which horses who shy at pieces of paper lying about in the road can be cured. I must refer you to the picture of the interior of my stables (p. 23), and you will notice running along outside the boxes a plain, broad strip of flooring. This I had pipe-clayed, together with the stone step outside the stable-door as well as inside. The horses did not like it at all at first, but gradually got used to it. Then white rubbers were purposely dropped about, either as the horses left or entered the stable, and dropped in the yard on windy days, and now I have not one horse who minds paper, etc., even if it should blow up under his head or across the road. It is also a very good plan to encourage pigeons about a stable, and always to have a cat, whose noiseless gliding in and out is a great help in accustoming horses to 'sudden appearances.'

Ill-mannered dogs flying out and barking at horses are a very real danger; but here, again, it can be greatly lessened. With patience I have got all my horses used to them by playing with dogs near the horses and making them friends; and now when mounted they will allow me to call my dogs, and let them jump up to the saddle, touching either that or the horse's side as they try to reach my hand to be caressed. 'Familiarity breeds contempt,' and they now scorn the yapping cur, and pass all such little terrors without taking the slightest notice.

All animals love a game, and horses can enter into one as heartily as any schoolboy; so, please, in the

name of humanity and common-sense, discard all punishment and brutality. Put yourself in his place; descend from your lofty pedestal of superiority, and teach your horses by love and kindness instead of hard blows, and let them have a playing time as well as a working time. You will find it answer in the long-run.

There is one more thing I must say, and trust to impress upon all my readers, and that is this: When a horse does wrong and needs punishment, administer the dose *at once*. Whip him *at the time of wrong-doing;* never let it pass because you are afraid someone will see you or because your employer is with you, and then when you get the horse in the stable start knocking him about. A man who does that deserves far more punishment than the horse. You may remember the fault committed, but he does not, and cannot for the life of him imagine why he should be so brutally ill-treated.

There are many forms of cruelty practised on horses both in and out of the stable, and owners cannot be too careful in watching short-tempered and brutal stablemen and grooms. Out with them, as you would with a venomous reptile! They are just as mischievous, spoiling your horses and causing others to suffer for vices so produced.

CHAPTER VIII

THE BEARING-REIN AND HAME-REIN

How often people say, when their attention is drawn to any special subject or object, 'Oh yes; of course! I see it now; but until you drew my attention to it I really never noticed it.' Well, I want to draw your attention now very forcibly to the useless and

senseless torture inflicted on horses of both rich and poor owners; and I want you to more than 'see it' clearly, I want you to *act*. If you are an owner, a groom or drayman, carter or farm-labourer, see that these reins are never used. The pictures here reproduced, by that excellent society, the Anti-Bearing-Rein Association, are simply pictures of horses such as anyone can see any day in the week, and, unfortunately, in almost any district. Had Nature

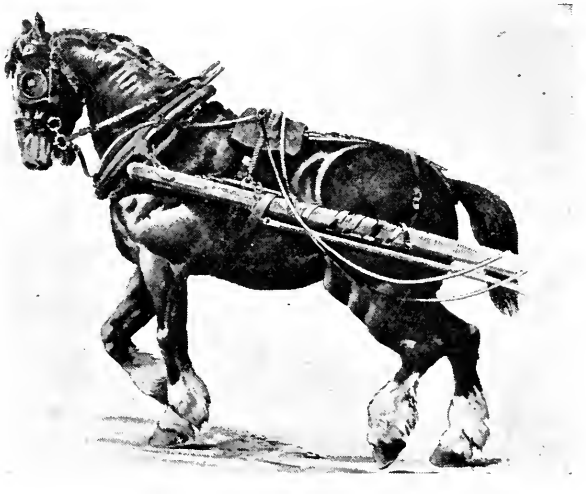


FIG. 31.—PAIN AND RESTRAINT.

intended animals to work with their necks contracted and backs cramped, as you see in Fig. 31, they would never have been created with such long, pliable necks. Turn to wild-animal life, and think how almost impossible the various kinds of goats, stags, deer, and hill-dwelling animals, whose speed is their safety, would find it to run and leap, gallop uphill, and steady themselves downhill, if their necks were shortened and cramped, and their noses nearly touching their chests, instead of their having the free use of all their natural strength.

For some time past I have carried leaflets in my pocket of these two pictures; and when I have met horses reined in, I have ridden up to the man or lad in charge, and with a 'Good-morning, my friend! Will you kindly read this, and try the good idea it gives you?' on I go. I never use the word 'advice': people object to others giving them 'advice.' And it really is splendid the way they 'catch on to a new *idea*.' Later on I see 'freedom and power' established,

FIG. 32.—EASE AND POWER.

and the hard-working horse enjoying 'a nice, easy position.' If the man seems inclined to be surly and resent your advances, just crack a seasonable joke with him, and you will rarely fail to achieve your object, and effect yet one more 'bid for freedom.'

As for the bearing-rein, it is even more atrocious in its cruelty, because it is used by people who really ought to know better. They use it as a mark of their opulence and superiority, in order to make their horses look smarter and better than other people's, as if they possessed a pride and dignity

of carriage to which they are not born; and here they make a grand mistake. If their horses are really and truly smart, and carry their heads well, the bearing-rein will not be required; so, after all, they only exhibit the sham instead of the real article.

To coachmen I particularly address my plea,

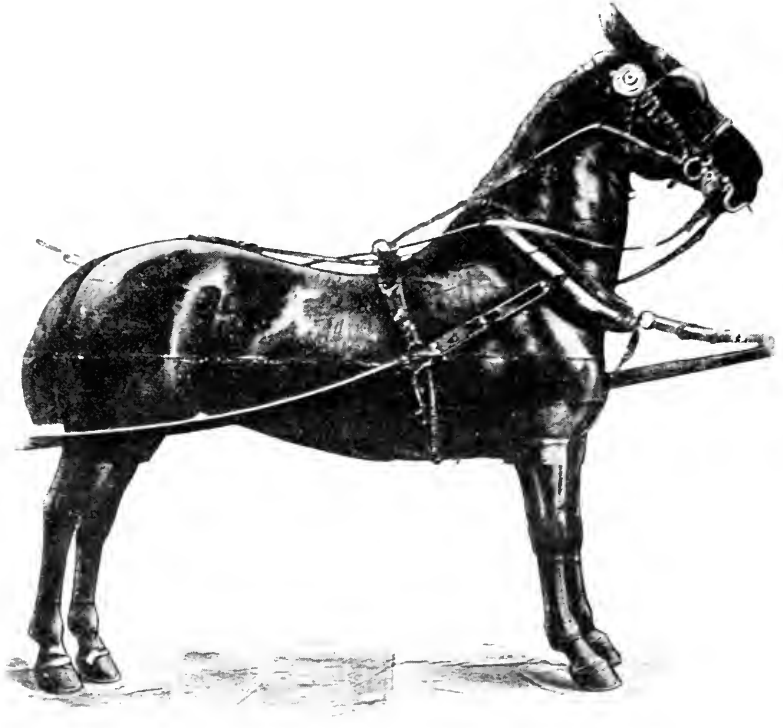


FIG. 33.—TORTURE.

because well I know how you resent any request from your employers to discard this abominable rein of torture. It reflects no credit on you to use it—none whatever. Clever driving can produce far better results; your horses last as long again, and do not contract the various evils and diseases caused by the

use of the bearing-rein. Why is it so many otherwise good-looking horses that have spent seasons in town, trussed up in this barbarous manner in some smart London carriage, find their way eventually into the country, discarded by their former rich owners, because they 'make a noise' or 'roar'? They pant

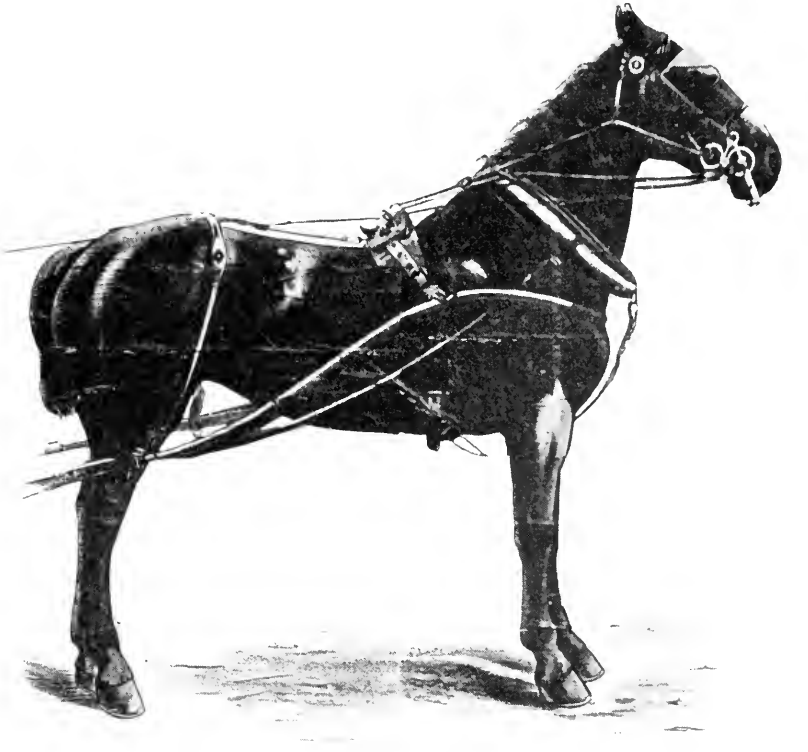


FIG. 34.—DISCOMFORT.

and strain up the country hills, and have not half the strength their height and age should warrant.

Look at this anatomical section of a horse's head (Fig. 36), and you will soon see the reason *why*. Englishmen shudder and are the first to cry out at the tortures that were meted out to poor prisoners in early

ages and even to-day in other countries. Where the prisoner went in young, strong, upright, and healthy, after a few years he is set at liberty, old before his time, bent, weak, and broken in health beyond all hope of recovery.

My friends, you who still use the bearing-rein are not one whit better than those gaolers who ruined your fellow-men; in fact, you are, if anything, worse, because *you* torture a God-given servant, who has

FIG. 35.—SHOWING THE NATURAL POSITION OF THE HEAD AND NECK.

done no wrong, and has no power beyond his mute appeal for mercy and kindness at your hands. Therefore, be *men*, and humane, sensible men! You will reap a richer harvest in the long-run, and get far more work and good honest wear out of your horses.

Veterinary surgeons with common consent condemn the bearing-rein. Though its horrid use supplies them with plenty of work, they one and all would gladly see the entire abolition of its use.

It is only a few days ago that I saw a horse waiting outside a public-house for its driver, reined in as tightly as possible with a nosebag on. I only wished I could have tied this fool's hands behind him, and fixed his head up, and set a foaming mug of beer before him; he would then have had as much chance to slake his thirst as his poor horse had to touch what the nosebag contained. And so ignorant

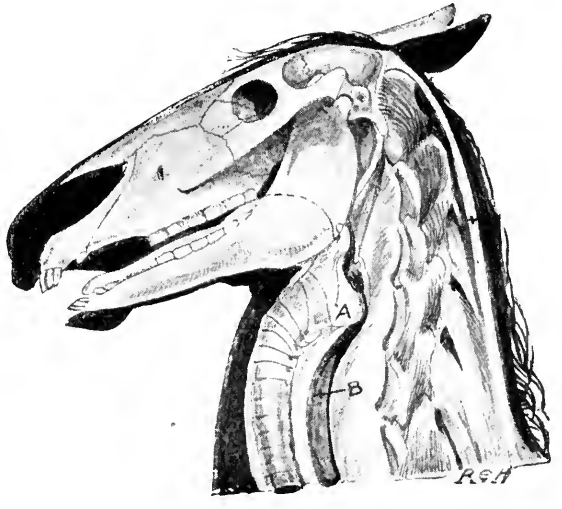


FIG. 36.—SHOWING THE DISPLACEMENT OF WINDPIPE AND GULLET.

cruelty, not to give it a harder and truer term, continues to flourish.

While on this painful subject I cannot do better than quote the deliberate opinion of those in high authority. The Duke of Portland, Master of the Horse, says:

'If I see horses approaching me with a cruel, tight bearing rein, their heads hauled up to an unnatural height, I expect to find, and generally do—in fact, I lay to myself as long odds as ten to one on it—a very third-class coachman on the box, with a very fourth-class looking carriage, which is generally occupied by people of a vulgar type.'

Rather a hard hit, that, at 'society smartness.' Space will not allow a quotation from the hundreds of letters written on this subject by professional gentlemen; but I will give you the opinions of two

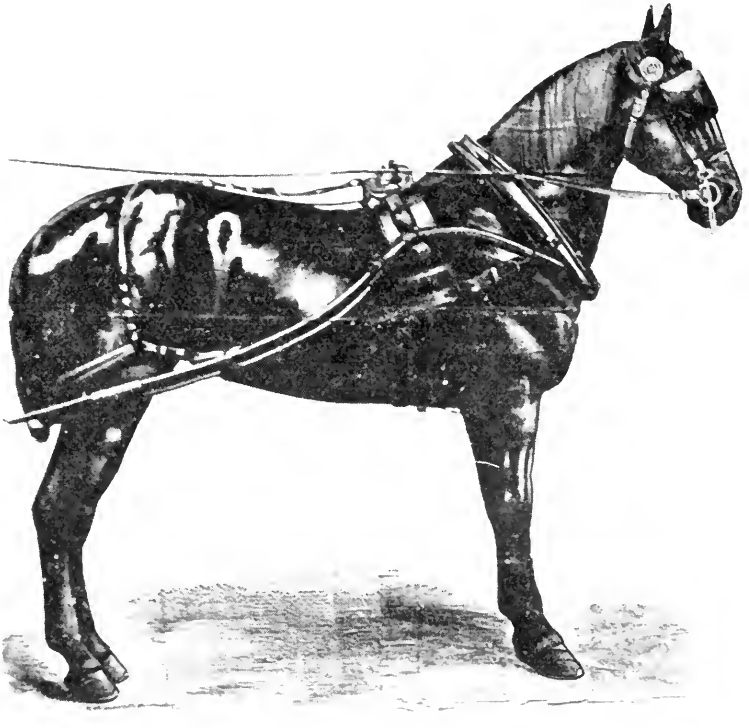


FIG. 37.—COMFORT.

professors of the Royal Veterinary College, London. Professor Pritchard says:

'An act of great cruelty is being daily and hourly perpetrated, and in many instances by very good people, who "know not what they do." Were they aware of the pain they are inflicting, I am sure they would soon bring about the abolition of a custom which undoubtedly is a

source of much evil, and has *fashion* only to urge for its continuance.'

Professor J. Wortley Axe says:

'If the public could see and understand the effects of its insidious work on the respiratory and other organs, I do not think its use would be long continued.

'Eleven years' experience in the post-mortem house and the dissecting-room of our college has made me acquainted with a variety of structural alterations and deformities arising from this cause, which must have rendered life a burden, and shortened its span.'

Let men, therefore, rise to the required standard, and show the world that the marvellous 'march of intellect' during the last few years has not passed them by, and left them so far in the rear, showing them as being incapable of grasping these things, and leaving them still in the grip of cruel ignorance and savage barbarity.

CHAPTER IX

FOOD AND FEEDING

DIFFERENT machines need different kinds of oil, and different horses need different kinds of food to keep them going in health and good order. In Skeavington's 'Modern Farriery' it says: 'In regulating the food of a horse, the first points to be attended to are quality and quantity, which ought to be proportioned to his habit of body or constitution and the nature of his work. If the quality is bad, it will make him foul, and will not afford the same degree of nutriment that clean, wholesome food will yield. If he is fed too plentifully for the work or exercise he has, it will make him too fleshy and gross, and probably

do him material injury. Again, if a disproportionate quantity of hay is given him, it will cause him to drink too freely, blowing him out with a description of food which affords the least nutriment. A horse thus fed cannot endure much labour, and his wind becomes distressed.'

Hay, however, is the natural food for horses, but is not sufficiently strengthening for them to work upon nowadays; therefore, to be kept in condition, they must be fed sparingly with it, although it be of the very best quality. The quantity necessary for a horse depends much on his size, constitution, and the nature of his work. Thus, if he is put to fast work, his food should be of the quality which affords the most nutriment, that lies in the smallest compass, and requires the least water to digest it. If his work is hard—that is, continued for several hours, but not at any great speed—he may have a greater quantity of hay and even of beans with his oats. Chaff, cut from sweet, good hay, should be mixed with the oats, especially where the horse is a greedy eater. But, as chaff is filling, it must be *sparingly* given, since it inclines them to drink much, when they will appear plump and fair, *but not be in condition for work*. It is most proper for slow draught-horses.

The quantity of hay necessary for a saddle-horse is from 8 to 16 pounds per day, according to size, constitution, and work. About 12 pounds will generally be found sufficient; but large carriage-horses require from 16 to 20 pounds. If horses get lank and hollow in the flank and quarters their allowance should be increased; but, on the contrary, and for the sake of having them fat and plump, they must not be supplied with too much hay and water. An animal when fat is less fit for work than when lean, providing his leanness is not occasioned by

starvation, for he may be rendered poor by his work exceeding his keep.

If a horse is stinted to an allowance that keeps him in tolerable condition with only a little walking exercise, and is then put to work without an increase of food, he will of course become thin; but if not given so much work as to exhaust his strength as well as his flesh, he will be none the worse for it. Increase his food, and he will be better for work than before.

Oats of good quality are the most nutritious food for saddle-horses when given in proper quantities—say 3 quarters per day—provided his work is no more than exercise; but if the horse is kept to constant hard work he is in no danger of being overfed if he has as much as he can eat.

Beans are excellent and stimulating for hard-working horses. Here we may observe that the small and plump bean is usually the best, by all means, for such horses as are either lightly worked or are required to go at speed, as they need more water to digest them and swell in the stomach. They may be allowed to animals that travel at a moderate rate or such as are employed in draught work. They are also good for coach and omnibus horses, if given in small quantities.

Water is usually given twice a day. Some, however, give it three times; but this plan of watering does not do so well for travelling as for draught horses. Soft water is esteemed better than hard spring water; hence rivers and running streams, or such springs as supply ponds, where the water gets impregnated and softened by a loamy or chalky soil, are better than hard pump-water.

The quantity in this, as in food, must also be regulated by circumstances, size of horse, etc. Some horses will not drink immoderately, and may safely

be left to their discretion; while others, if permitted, will swill, and render themselves incapable of work, by causing immoderate perspiration and distress of wind. When work is done a reasonable quantity may be allowed. Half a stable-pailful is generally sufficient for the morning.

If you add chaff to his corn, the horse must take more time to eat it, and thus time is given for the commencement of digestion before fermentation can occur. In this way chaff is very useful, especially after long fasts.

For the agricultural horse and the cart-horse 8 pounds of oats and 2 pounds of beans should be added to every 20 pounds of chaff; 34 or 36 pounds of the mixture will be sufficient for a moderate-sized horse, even with hard work. The dray and large waggon horse may require 40 pounds. Hay in this case may be omitted altogether.

Where the manger system of feeding is not adopted, or when the hay is still given at night and chaff and corn in the day, there is no error into which the farmer is so apt to fall as that of giving an undue quantity of hay, and that generally of the worst kind. With too much hay, the greedy horse will be eating all night instead of taking his rest, and when the time for the morning feed arrives his stomach will be still full.

It is a good practice to sprinkle the hay with water in which salt has been mixed, as it is more palatable to the animal.

So much for the feeding; now a word about the food.

Oats

In almost every part of Great Britain oats have been selected as that portion of the food which is to afford the principal nourishment. They contain

743 parts out of 1,000 of nutritive matter, and should be old, heavy, dry, and sweet. There is no kind of food that can be safely substituted for good oats, as they have an inherent strengthening power which is not possessed by any other kinds of food.

For a weary horse a pint of oatmeal thrown into a pail of water is an admirable drink. It forms, too, an excellent gruel for a sick horse, which may be left for him to drink as he likes.

Grains

Grains, fresh from the mash-tub, either alone or mixed with oats or chaff, or both, may be occasionally given to draught-horses. They would, however, afford insufficient nourishment for such as are employed in quicker or harder work.

Wheat

Wheat is more rarely given in Great Britain than barley. It contains 955 parts of nutritive matter. When farmers have a damaged or unmarketable sample, they sometimes give it to their horses, and being given at first in small quantities, they become accustomed to it, and thrive and work well. It must, however, always be crushed well and mixed with chaff. Wheaten-flour boiled in water to the thickness of starch is given with good effect in over-purging, and especially if combined with chalk and opium.

Beans

Beans contain only 570 parts of nutritive matter, yet they add very materially to the strength of the horse. There are many horses who will not stand hard work without beans being added to their food.

Beans should not be merely split, but crushed or bruised; they will even then give plenty of employment to the animal's grinders. In general cases, beans without oats would be too binding and stimulating, and would produce costiveness and probably megrims or staggers. Neither the hard-worked coach-horse, nor the washy one, nor the old one, could perform their tasks without beans.

CHAPTER X

SHOEING

No matter how perfect a horse may be in form, with symmetry of limbs, and ideal back, shoulders and quarters, he is useless if he has not good feet. And

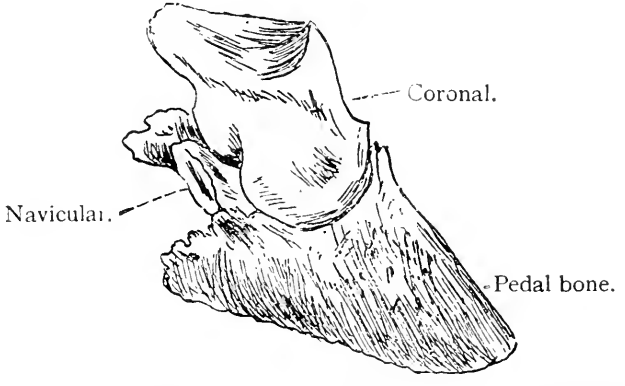


FIG. 38.—THE BONES OF THE HORSE'S FOOT: SIDE VIEW OF FOOT BONES.

this important part of his conformation is frequently ruined by the ignorance of shoeing-smiths, particularly those in rural districts.

The country blacksmith is very conservative, and a useful hint given or any knowledge imparted to him is generally resented with a cavernous grunt, as if

coming from the depths of the earth rather than from an inhabitant of the earth's crust. It is not long ago that I noticed, whilst riding with a lady,

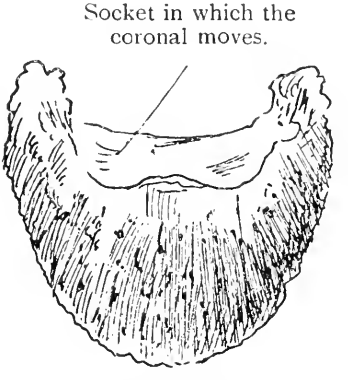


FIG. 39.—THE BONES OF THE HORSE'S FOOT: FRONT VIEW OF PEDAL BONE.

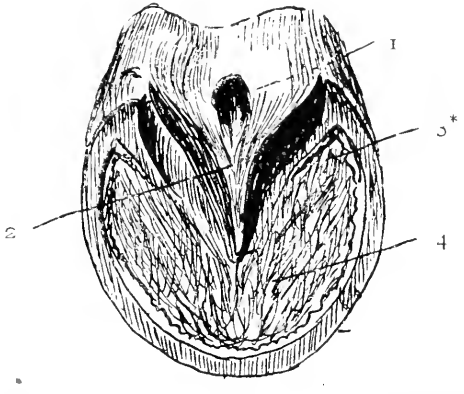


FIG. 40.—UNDER SURFACE OF LEFT HIND FOOT.

1. Bulb, or glome of frog. 2. Horny frog. 3. Sole (seat of corn formation). 4. Sole. 5. Bearing surface of toe.

the extraordinary manner in which her horse was shod: the heels were so shockingly contracted that barely 1½ inches' space lay between the two points of the shoe. Of course I instantly drew her atten-

tion to the fact. 'Oh; then I suppose that is the reason why my horse always goes so stiff and uncomfortably after being shod!' the lady remarked. 'Naturally,' I answered; 'the poor beast is as cruelly cramped in his shoe as the foot of a Chinese lady. The natural spring and elasticity of the foot is destroyed, and if you do not insist upon the blacksmith doing his work better, he will ruin your horse.'

The anatomy of the horse's foot is one of the most beautiful works of Nature, but in an elementary work like this I need not enter deeply into the subject. The foot (Fig. 41) chosen to illustrate this chapter is not a 'neat, pretty, little foot,' it is that of a horse working hard all day, and as you will notice, its owner has suffered at one time from 'laminitis,' or fever in the feet, as is shown by the rings on the hoof. The late Edward Mayhew, M.R.C.V.S., says in one of his works: 'There is but one cause for acute laminitis—*man's brutality*.' Horses driven far and long over hard, dry roads frequently exhibit the disease. Cab and post as well as gentlemen's horses frequently have it also after a fine day at Epsom or at Ascot. Animals which have to stand and strain the feet for any period, as cavalry horses upon a long sea voyage, if, upon landing, they are imprudently used without sufficient rest, will assuredly fail with this incapacitating malady.

To return to the actual shoeing, you see how a horse can be made to suffer torture from ignorance and brutality; try it on yourself. Start away from home for a long, hot, and tiring tramp with a pair of new boots or shoes on, just a *trifle* too small and very stiff and narrow at the heel; but do not allow yourself to flag, oh dear no! When in pain and weary, just get a friend who is very 'fit and going strong' in a most comfortable pair of boots to give you a prod up and keep you

going; don't let him take any notice of your sighs of distress. No! he must tell you that 'You are playing old soldier,' 'You are shirking your tramp,' 'You are idle,' etc. I can almost hear your constant cry, 'Unfeeling brute! if only you had my terrible

Photo by] [*W. Shawcross.*

FIG. 41.

boots on, you would feel more like lying down to die than continuing this stupid tramp of miles on such a day! The road burns my poor feet; it is so hard and hot, and the dust is enough to tire an elephant.' Just so, my friends! Well, as I have said before, where our good horse is concerned, in all circum-

stances try and 'put yourself in his place,' and half the cruelty of the horse world will be done away.

The subject of our illustrations frequently forms one of the team in the fire-engine, and right gallantly

Photo by] [*W. Shawcross.*

FIG. 42.

he does his share of hastening to the scene of destruction.

Fig. 42 is the foot with old shoe on: but notice how perfectly it fits the natural shape and size of the foot. In removing this old shoe I particularly watched, and was very gratified to see how carefully the smith knocked up each clinch with the buffer

and eased the shoe off by elevating it with pincers at the heel, and then drawing each nail separately The shoe came off beautifully, without any tearing and breaking away of the hoof, as is the case when the shoe is carelessly wrenched off with force.

Photo by] [*W. Shawcross.*

FIG. 43.

Fig. 43 shows the foot in its rough and untrimmed state. Many people say that it is cruel and foolish to allow a horse's foot to be trimmed or filed. Not so. A horse's foot grows and puts on a lot of useless horn, just as our nails grow and cause discomfort,

beside being useless. Putting a shoe on the foot of a horse prevents the wearing down of the hoofs as Nature intended, in order to keep the proper shape and proportion, as may be seen in wild horses or those used in hot and desert climes, where they are not shod. The rasp should only be used to level the sole and to assist in clenching the nails. Never allow the foot to be rasped all round to make it 'look pretty,' as this engenders sandcrack, brittle hoofs, and pedal deformities.

Fitting the Shoe.—The shoe should be made to fit the foot, not the foot to fit the shoe. It should be nicely hot, but not too hot, to obtain an equality of surface, and care should be taken not to have long ends protruding beyond the foot, as this is bad in every way. It often makes a horse 'forge' or clink his feet together, and in the stable often causes capped elbows. This is frequently seen in cart-horses, who are more often than not carelessly shod by the village blacksmith aforementioned. Beside being very unnecessary and ugly, there is no reason why the poor hard-working horse should have such a lot of superfluous weight added. Think how terribly tiring it is yourself to be obliged to wear great heavy boots if you have much walking to do. As the hours go by they seem to gain weight as the tired and heavily-laden feet drag along the heavy road.

The style of a horse's going must be considered in shoeing him. If he 'goes close' his shoes must be feather-edged; if he is inclined to 'hammer' his feet down, have him shod with leather or rubber pads. In winter be careful that he is provided with frost-nails or screws, to prevent him slipping.

Fig. 44 shows the foot trimmed, but you will notice the frog has not been pared away, only the worn and broken surface cleared, and the toe is nicely smoothed and even, capable now of hard

pressure and good grip in toiling up the high hilly roads which this horse is called upon daily to travel.

In Fig. 45 the shoe is on, and a good open-heeled, well-fitting shoe it is. No fancy work here, no long

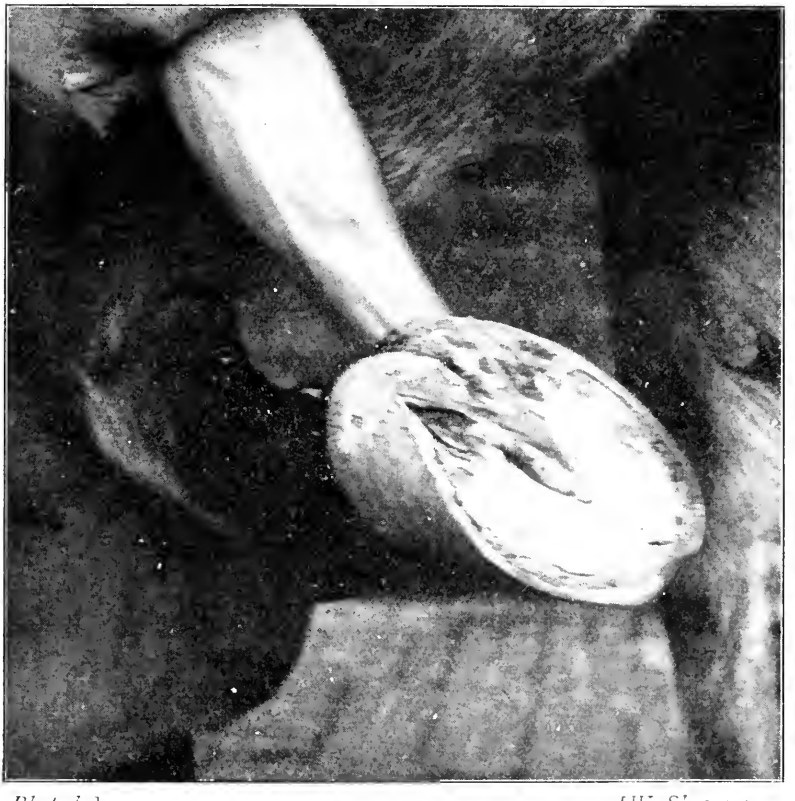


Photo by] [*W. Shawcross.*

FIG. 44.

ends (see the elbow is perfectly free from being capped), and the frog has ample space.

In Fig. 41 we have the side-view of the foot. If the fire-alarm is sounded, you may be sure this good animal will gallop with ease and comfort to the scene, and feel no pain or drawback from over-heavy and ill-fitting shoes. Horses should be shod according

to their size and work. I have seen hacks shod as heavily as cart-horses. This is foolishness, and in time ruins the feet and legs, and entirely spoils the going of the animal. You might as well let children wear their fathers' boots. Tramping over the rough

Photo by] [*W. Shawcross.*

FIG. 45.

land requires heavy boots, good nails, and thick soles; but try walking along smooth pavements in such boots, and see how it will affect you.

The correct angle of the front line of a horse's foot when standing fair and square should be 45 degrees. Of course, this means a good and perfect foot; but

horses' feet, like people's, vary in build, some because Nature made them so and some from ill-usage, neglect, or a long course of bad shoeing. Here again I must mention lameness. A horse is sometimes returned by the smith lame all round. The gait is peculiar because it is caused by the shoes being too small or tight. It has been likened to skating, and a very good term it is to apply. Again I quote the late Edward Mayhew, M.R.C.V.S.L.:

'The horse was, a short time since, sent to the forge a sound animal, and it has been returned a positive cripple.

'It is lamentable to remark the number of horses which are driven through the streets of London in a disabled condition. People appear to be without feelings or recognitions when the sufferings of horseflesh are before them. An animal with scarcely a sound limb, or else "hopping lame," may frequently be seen in broad daylight attached to some gentleman's carriage or tradesman's cart, to a hired vehicle, or a costermonger's "all sorts." From the highest to the lowest, all are equally disgraced; the toil of a life seems incapable of purchasing a day's commiseration. A little forbearance might be a profitable investment in these cases, but no person seems able to keep a horse and to allow the animal a day of rest. So long as it can crawl, so long must patience work!

'No human lamentation could embody the deep sorrow which the crippled condition of one leg occasions to the horse. The creature is deprived of the power which alone made life pleasant. Progression is laborious, and even rest is painful. The quadruped thus disabled stands motionless (when possible), the head is lowered, the eyes dejected, the breathing fitful, and the entire frame is apparently resigned to a huge sense of degradation. All the pride of life is lost; in its own conviction the animal feels useless and disgraced. A horse in such a state is indeed a melancholy spectacle; and the feelings of that man who, understanding, can contemplate it unmoved, are not to be envied. Still, for how many years has such a sight been before the eyes of man-

kind without any individual possessing the heart to interpret it !'

But now, to the credit of mankind and the noble cause of humanity, there are many good people who take the part of the ill-used—I say people, because the R.S.P.C.A. now embraces the names of many ladies as well as gentlemen, and in its juvenile branches the members are just as mixed. Indeed, many a good rescue of tortured animals has been effected by little girls as well as by their stronger companions, the boys.

Where lameness shows itself and you are not able to find out the seat of injury, or the direct cause, always have instant advice from a qualified and practical veterinary surgeon. The causes of lameness are so very numerous, and a goodly number are due to foot trouble. A good house requires a good foundation, and a good animal requires a shoe to stand on. Give your orders when you take your horse to the forge, and see that he is all right when you fetch him away.

CHAPTER XI

THE TEETH

At birth a foal has his middle incisors or front teeth, though they are still covered by the gum. At a month old they come through, and then the incisors on either side, called the 'lateral incisors,' appear. At six months the corner teeth are visible, and up to two years of age a horse has a row of six incisors in the lower jaw, with the same number in the upper jaw. These first teeth, which are soft and white, are called the 'milk teeth.' These 'nippers,' or temporary teeth, are shed, giving place to hard, strong teeth called the permanent or second teeth.

People judge the age of a horse by the incisors; they are more reliable than the grinders, and easier to get at. The central incisors are shed at two and a half years, and from four and a half to five years of age the corner teeth are changed. Thus, if on looking at a horse's mouth you find all the milk teeth gone and the corner teeth quite fresh and untouched, you may put his age as 'rising five.' After that the teeth begin to wear and the 'marks,' or oval cavities, disappear, and as years pass the shape of the teeth alters from the oval to an almost triangular shape. The composition of a horse's teeth is *compound*. The tissue or main substance is called 'dentive'; the outside tissue is called the 'cement'; the third tissue, if it exists, is found between the 'dentive' and the 'cement,' and is called 'enamel.' A horse's grinders are six in number on each side of both upper and lower jaws; the crowns are thick, square, and of great length, and are deeply rooted in the sockets, those of the upper jaw being slightly curved. When these teeth get worn by use and mastication the pattern of the intermingled dentive, cement, and enamel shows very plainly. It is rarely that mares have the tusks or tushes.

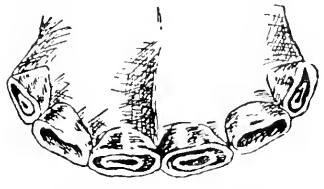


FIG. 46.—FOUR YEARS OLD.

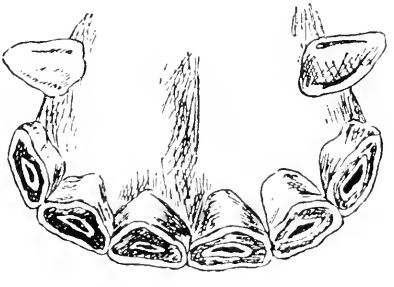


FIG. 47.—SEVEN YEARS OLD.

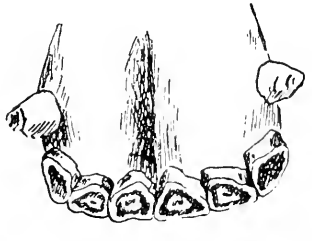


FIG. 48.—AT FOURTEEN YEARS OLD THE TEETH BECOME MORE TRIANGULAR.

CHAPTER XII

THE STABLE

STABLES, like houses, should be built with due consideration to light, air, and drainage.

Fig. 10, p. 23, shows the interior of my stables. On the right-hand side of the double-door entrance is a well-lighted and spacious harness-room, and outside this is the inside water-tap, with a second pipe and tap running through the wall for outside use. On the left hand is a corn or forage chamber, equally spacious and well lighted. Over the whole of this is a loft, with double doors in the centre and a large window on either side, to correspond with the windows below. Over the stable, and running the entire length, is a glass light with three movable sashes, worked on either side by the lines attached to the two first iron posts.

On the right run the stalls, on the left the loose-boxes. At the end are two large loose-boxes, in which tired horses can rest and take gentle exercise. These can be quickly and easily converted into stalls. Here notice the bedding, well up at the sides, and the tucked-in edges of the straw.

The hayrack should *never* be placed over the horse's head, as in pulling at the hay he receives the dust in his eyes, which may prove very injurious. The hay should be placed in or beside the manger.

Fig. 49 gives a very good impression of 'better days.' You may not believe it, but these stables are still in use With a very little expense and amateur labour they could soon be converted into snug and airy stables.

Air.—Horses need plenty of air, and to put them in a dark, damp, and stuffy stable after being out all day is a distinct act of cruelty.

Photo by] FIG. 49.—HAS KNOWN BETTER DAYS. [*W. Shawcross.*

If things of such vital importance are lightly treated, you may be sure that the floor also is filthy and neglected. The accumulated manure, damp and rotten, soon affects a horse's eyesight and wind; the stench and vapours sting the eyes and poison his blood, and thus affect his lungs, often causing chronic cough and asthma. The legs swell—'get full,' as the saying goes—and in many cases the poor beasts get 'thrush' in their feet. 'Thrush' is caused by dirty litter constantly left in the stable, the horse standing always on his own excrement. The feet become very hot, destroying the substance of the frog, which softens and becomes diseased. A dirty, unhealthy discharge commences, giving off a most offensive odour. This disease should not be neglected. Keep the stable clean and the floor free from all unnecessary manure; see that the floor slopes properly for drainage, and keep the horses' feet clean. To cure this distressing complaint, thoroughly cleanse the feet and apply a piece of tow into the 'cleft' saturated with Stockholm tar and salt.

Light.—The affection of the eyes, together with the darkness and gloom of badly-lighted stables, will produce shying horses more quickly than anything else. You know yourself how 'owlish' you feel when you leave a darkened room and go suddenly into the light, blinking and winking, and unable to see clearly how near or how far things really are. You stumble over the first thing that comes in your way. 'Couldn't see it,' is your instant remark. Well, as with you, so with the horse, and yet when he blunders or shies because he is afraid he is 'going into something again,' you are the very first to punish him. You have the chance of rubbing your eyes to get the 'cobwebs' off—for it feels like cobwebs or a gauze veil over

one's eyes—but he has no such chance of temporary relief. Poor horse! his sufferings are twofold. He suffers from man's ignorant carelessness and stupidity in putting him in such unhealthy stables, and then from man's cruel brutality in punishing him for his misfortunes—the effect solely of his stable life.

Whenever it is possible you should let your horse

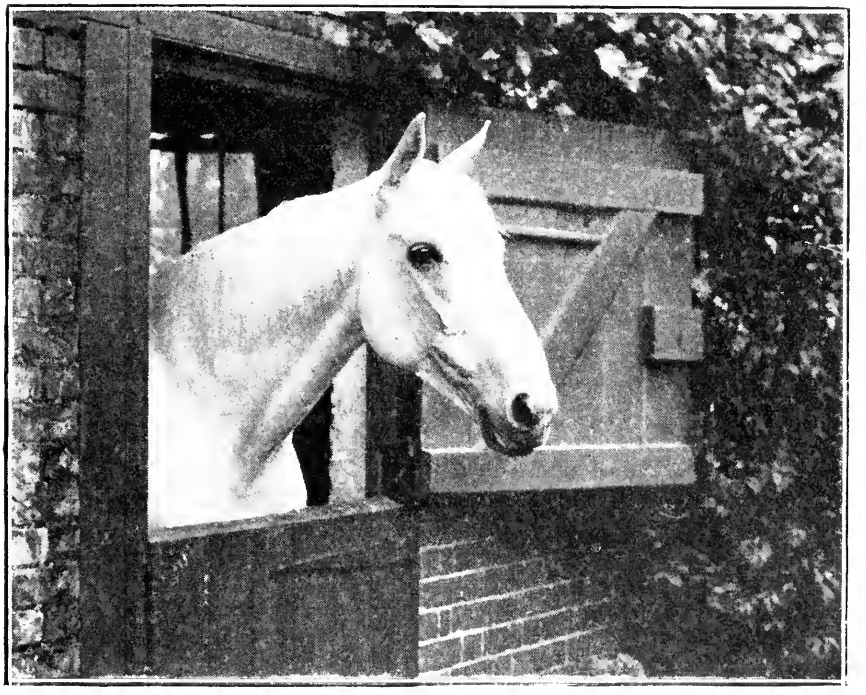


FIG. 50.—THE OPEN DOOR.

have an open door or window where he can watch what is going on. This will add both to his health and his sense. A horse is a very intelligent animal, and amongst the Arabs, where he lives as a member of the family, he learns as much as a dog does with us. To let him stand all day staring at a blank wall with nothing to occupy his mind simply makes him

silly, and for want of something to do he often takes to crib-biting and wind-sucking. If he can see what is going on he draws his own conclusion about the meaning of things, and will be much less likely to behave foolishly on the road.

Colour, too, must be considered. Pure white is too glaring to have to stare at on every side all day long, with nothing to rest the eye. When tiles are used they should be of a uniform tint, and not chequered. Pale blue inclining to gray is a very restful colour, so also is pale amber or pale blue-green. All these colours or tints of colour harmonize with Nature's tints outside the stable, and do not make vivid contrasts like white. They do not startle the eyes, either on leaving or entering the stable, and form a very important factor in the health and well-being of horses. In all modern and improved stables this important part of their structure is well considered, and old stables can now also be converted into pleasant and healthy abodes by means of the easily and cheaply obtainable distempering.

Ventilation.—A horse ought never to stand in a thorough draught or have a window immediately behind and on a level with him, with no other ventilation. There should always be a top ventilation to allow the hot, foul air to escape, and then the windows can allow as much fresh air as possible to get in. My opinion is this: a horse's work is necessarily out of doors; he wants a constant supply of cool, fresh air. Very well. Keep the stables cool. Rug up, however, as much as is necessary to keep the horse comfortably warm, but not to sweat him. His coat, with proper grooming and feeding, will then be as glossy as satin. A foul stable will soon affect a horse's coat, making it dull, harsh, and dry. If you want to know the very poisonous effect of the ammonia and stench of a foul and dirty stable, hang

up a black coat or hat. You will soon see how it changes colour.

Drainage. — The floor of a stable should have grooves in it running from the sides to a centre groove, at the end of which a drain-grating should be placed, at the back of each stall. A sloping *floor* with the drainage finding a common level from stall to stall, and finally into one common drain-grating placed in some odd corner, means that there must always be a constant stream of escaping urine and foulness. And the slope is very injurious and wearying to the horse's legs. You will, however, constantly find stables so arranged, and in winter, when the doors and windows must be shut to keep out the blustering wind and driving rain, the atmosphere is anything but pleasant. No, depend upon it, 'the right way is the best way,' and 'cleanliness is health.' And the shortest and surest way to attain this most desirable result I think I have now very clearly explained to you.

The Loose Box.—There are many advantages to be reaped from the use of a loose box, and no stables should be built without at least *one*. They can be used as 'rests' in cases of a hard-worked horse, where he can take gentle exercise when it pleases him, and can enjoy the great pleasure of assuming any and every change of attitude he likes. Also, he is enabled to lie down when he pleases, especially in that abandoned and luxuriant attitude horses love to lie in when turned loose in fields—at full length, legs stretched out and head thrown back, much as children lie when wearied by play.

In cases of sickness a loose box is almost indispensable. It should be level floored, roomy, with plenty of top air and ventilation, and well lighted.

CHAPTER XIII

TURNING HORSES OUT TO GRASS

HORSES, like people, sometimes need a holiday—a rest and change of scene after months of hard work and confinement in stables more often than not dark, badly paved, and wretchedly ventilated. In this matter we might take a leaf out of our colonial brothers' book in our treatment of horses, and act more on the up-to-date system of the open-air treatment. This, from necessity at first and from common-sense now, has always been the usual treatment of our trusty noble friend in the Colonies, and grand are the results obtained.

The English horse, of whatever class, too often has to lead a life which outrages his real nature at all points. Kept in the kind of stable already described, often damp, dark, stuffy, and ill-ventilated, he is tied up in a stall in which he can hardly move, and often never has a chance to lie down.

When taken out he is encumbered with heavy unnecessary harness, his natural paces are wholly disregarded, he is urged to violent exertion until in a profuse sweat, when he is left to stand in the cold at his master's convenience, whose main object is, in his short-sighted way, to get his money's worth out of the animal. No horseflesh can stand the treatment long without contracting all kinds of ailments. Turning to his colonial brothers we find a much more natural condition of things, and consequently much better results. The colonist must depend in a great measure upon the fitness of his horse; he realizes, as we so often fail to do, that the horse is an outdoor animal, and intended to live in the air. In the autumn the horse in

constant work is clipped, and when work is done he is provided with a good warm waterproof rug. At the end of the day the horse is thoroughly well groomed and fed, and the rug placed on him. He is then turned out loose into a paddock, or even a yard, with a constant supply of fresh water, where he can roll, stand, rest, or otherwise amuse himself as the fancy takes him. If he has a day in, food is supplied in a box firmly fixed. There is no lung disease, no broken wind, no farcy, no injured eyesight, no cataract. Consequently shyers are a rarity; the legs never swell as the stabled horse's legs will do. When called upon for his duty, the colonial horse can do such journeys as would require two or even three relays of our sadly mismanaged, but expensive, horses. Why? Because they are treated in a sensible and natural way. This treatment can be modified to suit our climate, and in fine weather it should be fully taken advantage of; to give horses a run out, if only in a yard, at the same time having their full, or even an increased allowance, of oats; and for weary animals the best rest is no work and more feed. A horse thus treated during his rest will be in plenty of condition to start light work at any time, and it is worth all the trouble involved.

A willing and hardworked animal, as the majority of our horses are, richly deserves a rest once a year, and a proper and pleasant rest too. How is it to be carried out? Like this. Never turn a horse out to grass straight off full corn feed and from a warm stable. Put him in a loose box, and gradually knock off his corn, leave off his rug, and after a few days leave the loose box door open all the morning, then all day, and finally all night too, feeding him on chaff, bran, and hay. When he is fit to go out, have the shoes taken off and tips put on the front feet only. If the horse has been clipped or the weather is very

severe, a good waterproof rug should be provided, which will be explained presently. A box should be placed in the paddock or field if he is to be fed to retain any condition during a short holiday, and care should be taken that he is able to obtain a good supply of fresh water. No horse will eat more grass than he needs, but he likes it fresh and good. There are now various 'Homes of Rest for Horses,' which are very valuable institutions for the poor men, and deserve the support of the wealthy.

The 'Montgomery rug' is undoubtedly the best for outdoor use, in that it never gets out of place, no matter what the horse does or how much he rolls. There is no body roller, and also the air can circulate freely, while at the same time the horse enjoys much warmth and comfort.

CHAPTER XIV

FIRST AID IN EMERGENCY

DON'T try to be too clever, but show cool common-sense in the event of accident or sickness. I am not going deeply into the work of a veterinary surgeon, nor shall I use a lot of long words that you cannot find in an ordinary dictionary; but I want to tell you in plain, simple terms, just what to do and how to do it when the time comes.

SYMPTOMS

The signs or symptoms of suffering in a horse, to which I propose to draw your attention, any lad can understand; and we will leave all the rest to those gentlemen who have paid their college fees, and by hard work and study have earned their diploma to practise as veterinary surgeons or animal doctors. When I was a child I well remember hearing an uncle, who was a veterinary surgeon, say to the village doctor: 'Ah, doctor, you have the pull of us. Your patients can *tell* you what is the matter; with our patients we have to *find out!*' 'Best thing, too,' replied the doctor; 'you'd be surprised what a lot of lies some of them tell—and yours don't do that.' No, horses may sometimes be bad patients, but they are honest.

First of all, we will take the most common form of sickness, which in nine cases out of ten is the result of carelessness or ignorance on the groom's part, rather than the poor horse's fault, that is—

Colic, 'belly-ache,' or 'fret,' as it is often called. This is frequently caused by giving the animal a lot of cold water the first thing in a morning on an empty stomach, or immediately after his work is

done, when the horse is hot and tired and hungry, too. Improper food has the same effect—too much grass, or carrots, or bad hay, especially very new hay.

The Symptoms are these: the horse begins scraping with its front feet, constantly turning its head round to its side, as if to show where the pain is; extending the neck upwards, and lifting the upper lip, or sneering, as it is called. As the pain increases, the horse will try to lie down, which must always be prevented. Now, at the first alarm, slacken the roller and get your horse out of the stall and lead him gently up and down, or, if the space is limited, round and round the yard—anywhere, to keep him moving. The pain may work off, but do not in any circumstances let him get down, or he will be sure to roll, and then it may mean twisted gut, which will kill him. Keep moving, and if the pain increases and you have no colic drink handy, let someone indoors warm a pint of good beer, mix a little ground ginger in it, and give it to him. Let it be only just lukewarm, and then gently walk him again.

If he looks blown, rub his sides with good horse-oils; don't be afraid of rubbing. At the end of half an hour, if the poor beast is no better, lose no time in sending for a veterinary surgeon.

Mud Fever is another very distressing complaint, also caused by carelessness, and this time it is the groom's fault entirely. It is caused by washing in the mud, instead of allowing it to dry, as I explained before, when a horse comes in after a journey. Get the grit and dirt *off*, instead of washing it *into* the skin. Especially is this the case in limestone districts, when the water, so foolishly applied, causes the lime-mud to become a very powerful skin irritant. It reflects great discredit on the groom who does this, and also on the master who allows it to be

done. There are no means of hiding it, either. Clean your horse properly, as I have already explained to you, and avoid all such blemishes on your animals.

Megrims, Staggers, or Vertigo.—I can't do better than quote the late Professor Robertson on this subject. The above different terms, and probably some others, have all been applied to that condition, which is certainly the most frequently occurring of the purely cerebral or brain diseases of the horse. The terms *vertigo* and *staggers*, particularly the latter, have probably been more frequently used to indicate the existence of those symptoms merely—without reference to the conditions to which such symptoms point, or from which they arise—which are associated with any cerebral disturbance exhibiting obtuseness of perception, and a deficiency of control over the voluntary movements of the limbs.

Megrims, or staggers, is usually sudden in its onset, and of very temporary duration, but liable to recurrence in the greater number of cases, where animals are actually engaged in draught, working in the ordinary neck-collar. There is no premonitory warning; the animal slackens its pace, or suddenly stops; there is a shaking of the head, as if some object had dropped into the ear, or the motion is upwards and downwards; less frequently the head is turned to the side. The bloodvessels of the face and throat are distended, the eyes stare, the nostrils become dilated, the breathing rapid; the fore legs are occasionally placed widely apart, as if for support, the facial muscles exhibit a rapid twitching action, while the skin is damp from perspiration. When, however, the symptoms increase in severity, the muscular tremors are more extensive, excitement is greater, and the fury becomes uncontrollable; the animal plunging forward or rearing, falls prostrate

on the ground. When down, the paroxysm rarely lasts long, the cause being removed during the struggle by the displacement of the collar and a free return of blood from the brain. Beside through the over-pressure of a badly-fitting collar, staggers is caused by close and ill-ventilated stables, the brain-trouble is accelerated, too, by a disordered stomach, over-feeding, and undigested food. To relieve the poor animal, remove the collar-pressure and throw cold water over the head and face. Use a breast-strap instead of the ordinary neck-collar.

Ringworm.—This appears as small raised places, which gradually grow bigger, when the hair falls off, showing the unmistakable disease, ringworm. It is very catching, both among horses and people, and should be treated at once. None of the tools used on the affected animal must be used on any other—neither brushes, rubber, nor rugs. Nor should any other horse be allowed to drink from the same bucket.

When your vet. has supplied you with the necessary dressing, always apply it with a little brush, never with your hand; you cannot be too careful.

Cold.—In the case of a cold, you will notice a running at the nostrils, with blowing and a cold sweat, as if it is hard to draw breath. Keep your horse warm and quiet, give him warm bran and linseed mashes. The steam from the mashes he will inhale or breathe, and it will help to clear his head. Don't give him any dry food until the running at the nostrils has ceased and he breathes comfortably. Be careful, also, not to give him any cold water; let it be just chilled.

Exhaustion from overwork is not sickness, but if not properly treated it may cause sickness and trouble. A horse comes in worn out, and too tired to eat an ordinary feed. Give him a warm mash and

chilled water. Horses, and in fact all animals, are like people when sick or weary, and do not want a whole cartload of food put before them. Give them a little at a time; tempt and coax them; prepare fresh mashes, and be careful they are neither sour nor musty. If you have the nursing of a sick animal, just try to think how you would feel in the same circumstances, and how much harder it is to bear pain alone and neglected. A little kindness and sympathy will go a long way—much further than you can imagine; so go to your patient now and then, pat and stroke him and speak gently and encouragingly to him, do a little mild fussing over him, straighten the rug, smooth his mane, tempt him to eat a little from your hand, shake up his bedding. All these little things seem to many of you who may read these pages as *nothing*, perhaps less than *nothing;* but I tell you with truth and from personal experience that they will work wonders. They comfort the poor, suffering animal, and for a time take his thoughts off himself and his pains. Unlike people, horses have absolutely nothing to amuse them or distract their thoughts through long days and nights of pain and sickness.

Cracked Heels.—Yet another complaint caused by idle carelessness. Some horses have very sensitive and delicate skins, but delicate or tough, they all need care. Cracked heels are caused by damp and cold; always be careful to thoroughly dry the heels and keep them clean. If they are at all inclined to crack, rub a little common pork lard on before starting out; and on returning, when the animal is perfectly clean and dry, rub in some more.

Weak Fetlocks.—These may be constitutional, and they may be caused by overwork, or too great a speed on the hard highroad, or from kicking. Wind galls or puffy swellings on the legs are caused in the same

way. If your horse is in the stable for any length of time, if only for a few hours, bandage him all round with cold-water bandages; if you put a good handful of salt in the water in which you wet your linen bandages, so much the better. If he has not to go out again and the bandages dry, wet them again with a sponge; never bandage tightly with wet bandages.

Photo by] [*W. Shawcross*

FIG. 51.—KEEP CLEAR OF THE HEELS.

As in Fig. 51, start the bandage just below the knee and work downwards, being careful to keep clear of the heels. Then work upwards as here shown, and tie the bandage just below the knee. Keep one hand ready to steady the leg, in case the horse gives a snatch, when away goes the bandage.

Fig. 52 shows you very plainly the position and aspect of weak fetlock joints. Do constantly as

above described, and you will greatly help and improve the horse's legs. At night when you have bedded down, change the linen bandages for flannel or woollen ones; these, of course, are dry. Now you may put them on very tightly and go well below the fetlock joint, as shown in Fig. 53. Work upwards again as before, and fasten below the knee.

Photo by] [*W. Shawcross.*

FIG. 52.—WEAK FETLOCK JOINTS.

In Fig. 54 notice the turned-down corner below the knee; that is where and how you start the flannel bandage; it goes high and yet does not prevent the free use of the knee. Always have your bandages smoothly and firmly rolled as you see in the foreground of this illustration.

So much, then, for sickness. In such a simple and elementary work as this I do not think more

need be said, except on this head. If a horse is off his feed, makes a trouble of eating, or drops his oats out of his mouth as he is feeding, you may be quite sure that there is something wrong with the teeth. Ask your master to allow the vet. to examine them, and if necessary he will file them down smooth and level, and all will be well; but if you let that sort

Photo by] [*W. Shawcross.*

FIG. 53.—GO WELL BELOW THE FETLOCK JOINT.

of thing continue indigestion will result, and in all probability colic will follow, not to mention other evils.

ACCIDENTS

Accidents we know will happen in the best of regulated families,' and stables, too. If you are riding or driving, and your horse falls and does not

immediately get up, lose no time in getting to his head. In the case of a saddle-horse not rising at once, something very serious must have happened—probably a broken leg or back. If it is either, never listen to 'the man in the crowd who knows,' or thinks he does, because he will tell you to have the poor beast killed as he lies. Broken limbs can be

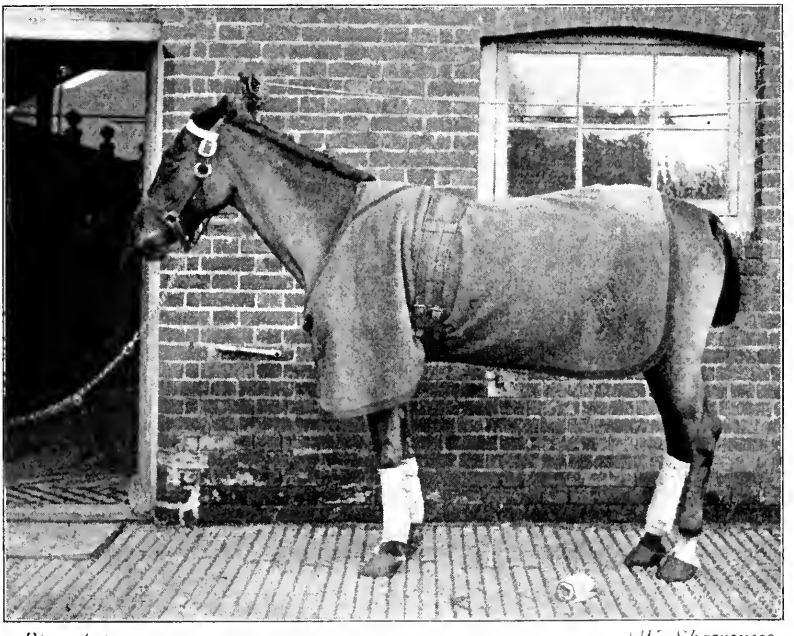


Photo by] [*W. Shawcross.*

FIG. 54.—WHERE AND HOW TO START THE BANDAGE.

set and strained muscles treated. Again, lose no time in sending for a proper qualified vet., who will soon settle the question, and tell you what to do.

If you are driving, as I said before, get to the horse's head, and either kneel or sit on it, to keep him from knocking himself about. This a fallen horse generally does in pure fright. Keep him as quiet as possible until someone comes and helps to

get him clear of the harness. Talk quietly and encouragingly to him, and he won't give much trouble. When he is up never beat him, as many a cruel, ignorant fool does. Only fools would do such a thing. If he has broken his knees, and you are in a town or near a house, lead the poor animal into the yard, and get a pail of clean, cold water. Stand close, and *throw* the water on the wounds with your hand, to get the worst of the grit out. Never do what I once saw a 'clever, knowing man' do—scrape the wounds with his finger-nails. It was a poor little pony with terribly broken knees, and when it flinched he hit it and scraped the harder, and then tied dirty rags round each knee.

If the bleeding is very bad, and you can't stop it with the cold water, get some dry starch and powder it, or take powdered white sugar—either will do—and throw it on in the same manner as you did the water. The bleeding will soon cease. Then walk your patient home as slowly and quietly as possible. Then get the vet. to see the knees if they are very badly broken, in case a flint has gone deep. When that is so, very serious trouble may follow. Never 'tinker' wounds until they get so bad that you don't know what to do. It may mean the total loss of your horse; but it will certainly mean a much longer loss of his services than if you have him properly treated at once.

A Runaway.—This may be also, I take it, counted as an accident; and nine cases out of ten result in very bad accidents to somebody or something. The great and most necessary thing is to *keep cool*. Don't lose your head. Plant your feet well forward, lean towards your horse at the very start, straighten your arms to the utmost, and get hold of the reins, one in either hand, as short as possible, one hand lower than the other. Never 'see-saw' the reins; it gives

your horse a better hold on the bit; but set yourself to steadily pull the shorter rein to meet the longer, and quick as lightning slip the *same* hand down again and repeat the process. A horse can't stand that dead, steady pull which gradually, but surely, gets his head round out of the level. The mad gallop slackens, down goes the head, and you have got him. Don't get out your whip and brutalize him, but quiet him down, and then keep him going until he is wearied out; and in the future drive or ride more on your guard. Now, don't say: 'Oh yes, that's all very well on paper, but it can't be done.' I say: 'Oh yes, it can;' it's a good strain on your muscles and temper and pluck, too. I have done it myself, and found it answer under a quarter of a mile; but you must keep cool at all costs. A horse feels every mood his rider or driver is in, and as a rule acts accordingly—at least, that is my experience, and it has extended over a good number of years.

Remember, I am speaking throughout this work of our English horses and our English mode of using them.

THE END

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Lieut.-General Baden-Powell's Opinion

ON

"THE CARE OF HORSES"

War Office,
Horse Guards,
Whitehall, S.W.

"It contains a great amount of sound and practical advice on horsemanship and horse-mastership, in a wonderfully concise and interesting form.

"I consider that it ought to be in the hands of every owner or hirer of horses, especially those whose coachmen consider it still necessary to use the bearing-rein—a fault which gives away so many an owner as having either very second-rate horses or a third-rate coachman, and in either case as being ignorant of horsemanship himself."

March 28th, 1905.